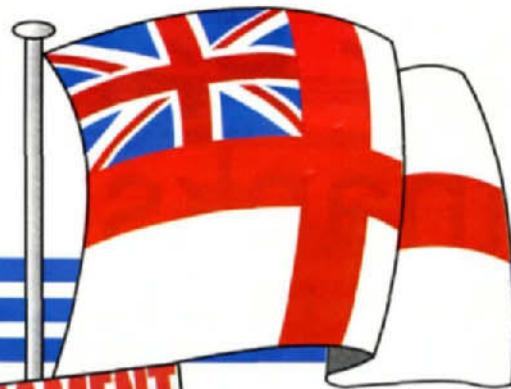


ROYAL TOURNAMENT EDITION

Navy News



TOURNAMENT

96

IN THIS ISSUE
Navy News presents an eight-page full colour pull-out on the Royal Tournament



RETURN OF THE U-BOATS
page 14

Wyllie – the seaman's artist
centre pages



RN's Star role 'magnificent' – US admiral

THE PERFORMANCE of British ships taking part in Exercise Purple Star has been described as "magnificent" by the US admiral in command of the naval elements of the joint Anglo-US operations.

From his flagship USS Mount Whitney, Vice Admiral Vern Clark made this signal to all the Royal Navy and RFA ships as the exercise ended:

During the past three weeks, you, the men and women of the United Kingdom Task Group, distinguished yourselves in the most complex combined joint operation in recent history...

You brought considerable expertise to the exercise and we were all the better for it. Above, on, and under the sea, your performance and war fighting were magnificent.

• Purple Star report and pictures – pages 12-13

Submarines revelation as Sharp Guard is sheathed

STAND-DOWN IN ADRIATIC

HMS Cumberland riding high in an Atlantic swell as she heads home from Exercise Purple Star.



SHARP GUARD – NATO's long running naval embargo operation against countries of former Yugoslavia – has been wound up.

And as the multi-national force of warships prepared to leave the Adriatic it was revealed for the first time that six British submarines took part in the operation.

They have been named as HM submarines Turbulent, Spartan, Talent, Tireless, Triumph and Splendid which each spent between 18 and 30 days on station during the four-year embargo.

Sharp Guard was discontinued with five days notice from midnight on June 18 following the lifting of the United Nations arms ban.

HMS Nottingham

Combined Task Force 440, which comprised 18-20 warships at any one time, has been stood down. Latterly it included HMS Nottingham as a member of Standing Naval Force Mediterranean (STANAVFORMED).

Ships of Standing Naval Force Atlantic had already departed the Mediterranean in mid-May, leaving STANAVFORMED and the ships of the Western European Union on station – including a German submarine.

Since the operation started on June 15, 1993, 61,328 ships have been challenged, 5,057 boarded and 1,233 diverted to Italian ports for inspection. "The ring of steel has proved so effective that no violators have been able to break the embargo," said Lt Cdr Keith Barnwell on the

• Turn to back page

Wren in field gun crew

A FEMALE sailor has run in competition as a member of a field gun A crew for what is believed to be the first time.

WSTD April Chandler (22) is one of HMS Nelson's 18-strong crew which took part in the Brickwoods Field Gun Competition at HMS Collingwood. Brickwoods Trophy winners this year were Collingwood's A team.

Great Scott! A cabin per man

THE FIRST pictures of the Royal Navy's new ocean survey ship, HMS Scott, have been released by her makers, Appledore Shipbuilding Ltd. They show the vessel in build at the company's North Devon yard.

HMS Scott, which will weigh in at 13,500 tonnes, will be the biggest survey vessel ever built for the Navy and represents the first ship in a programme of major renewal of the Surveying Squadron.

Her size will allow a high standard of accommodation, including an almost unheard of single cabin for each member of the ship's company.

She will be equipped with the most up to date equipment to reduce on-board maintenance and to provide maximum operational availability for her task of gathering environmental data in remote ocean areas.

Her main sensor will be an advanced American sonar allowing her to survey up to 40 sq miles of seabed in only one hour.

Plea over pension 'injustice'

FIVE former Chiefs of the Defence Staff have urged the Government to rectify what they term as injustices in the Armed Forces pension scheme.

Admirals of the Fleet Lord Hill-Norton and Lewin are among those who signed a letter to The Times seeking a change in a rule which debars widows from receiving their Service husbands' pensions if they were married after retirement and the husbands retired before 1978.

They also want to see a change to the rule by which widows whose husbands retired before 1973 receive only one-third pension, while those whose husbands retired later receive half.

DEATH OF JUTLAND VETERAN

JUTLAND veteran Jack Cotterell has died aged 100 at Nantwich.

Born in Pontypool, South Wales, Jack joined the Navy in 1912 and served throughout World War I in the cruiser HMS Gloucester. As well as taking part in the Battle of Jutland in 1916, the Gloucester was involved in the pursuit of the German battlecruiser Goeben across the Mediterranean, and took part in the hunt for commerce raiders in the Pacific and South Atlantic.

Jack left the Navy as a Leading Stoker Mechanic in 1924.

Return of Beagle and Cattistock

THE SURVEY ship HMS Beagle and the minehunter HMS Cattistock have returned to the Fleet after months in refit. Both ships have been rededicated – Beagle at Devonport and Cattistock at Portsmouth.

Guest of honour at the Devonport ceremony was Rear Admiral Steve Ritchie, former Hydrographer of the Navy, and the rededication cake was cut by Mrs Cheryl Main, wife of the commanding officer, Lt Cdr Mike Main. She was helped by the youngest rating on board, AB Ryan Jackson (21).

At Cattistock's rededication guest of honour was the Deputy Commander Fleet, Vice Admiral Sir Jonathon Tod, the cake being cut by Lady Tod and OM(MW) Harvey.



HOMES DEAL 'ONLY WAY' TO SPEND £100m ON IMPROVEMENTS

'NO HIDDEN AGENDA' OVER MQ SELL-OFF

REASSURANCES that there is no "hidden agenda" over the proposed sale of married quarters have been given by Defence Ministers in a move to dispel unease among Service families.

With final offers due at the end of July, Ministers have restated that the sale will mean no change in entitlement.

There will be no change in the way charges are independently recommended by the Armed Forces Pay Review Body, no change in the Ministry's responsibility for maintenance and management, and no

change in day-to-day dealings with occupants.

Following statements by Defence Procurement Minister Mr James Arbuthnot to the House of Commons Defence Committee, a general signal has been released pointing out that sale of the married quarters estate is the only way that £100 million can be spent on upgrading most of the properties to top-grade condition.

Efficiency

The signal, from the Deputy Chief of the Defence Staff (Programmes and Personnel), Air Marshal Peter Squire, says the Defence Housing Executive is expected to achieve significantly more efficient management and

maintenance of the estate, as well as a better service for occupants.

There was no "hidden agenda" to discourage families to live in MQs, and increased charges were not linked to the sale.

They had been recommended by the AFPRB and based on comparability with those paid by civilians – but abated to recognise the restrictions imposed on Service personnel.

Air Marshal Squire said the sale will not increase mixed sites as the DHE and the Services have agreed guidelines for any disposal, which would result in houses being released as far as possible in "discrete blocks".

Introduction of a new clause seeks to allay concern over the

Sir Patrick thanks N. Ireland Squadron

NORTHERN Ireland Squadron ship HMS Blackwater has been visited in Belfast by the Secretary of State for the Province, Sir Patrick Mayhew.

He met the ship's company and thanked them for their efforts as part of the Northern Ireland security forces. The Navy has maintained a presence in the Province throughout the troubles and has had an immeasurable deterrent effect on the movement of terrorists, their weapons and explosives by water.

As well as the ship's company, Sir Patrick met the Royal Marines detachment embarked to protect the search teams that board everything from ferries to fishing vessels.

Also on hand was Bruce, a "sniffer" dog trained to detect explosives. He is embarked in Blackwater with his Army handler.

Sir Patrick's last visit to the Navy was made two years ago to HMS Redpole at sea.

End of Narvik group

THE NARVIK Association has been wound up after 26 years with the retirement through ill health of its founder member, secretary and treasurer Mr Cyril Cope.

Mr Cope set up the association in 1970 to mark the 30th anniversary of the actions in April 1940 in which ten German destroyers were sunk by the Royal Navy with the loss of HM ships Hardy and Hunter.

Mr Cope was one of Hardy's ship's company who managed to swim ashore in the icy waters of Ofotfjord after the ship was destroyed.

All but 19 of Hardy's crew were saved but HMS Hunter was sunk in deeper water and more than 100 of her men perished.

Mr Cope has seen to it that the men who lost their lives will be remembered by commissioning six benches with memorial plaques.

They will be presented to the Tri-Service Hospital at Haslar, Stonehouse Naval Ward at Derriford, and general hospitals at Gillingham and Exeter for the benefit of patients.

Cockleshell kayak goes on display

A REPLICA of a folding kayak of the type used by the "Cockleshell Heroes" has been built at HMS Sultan for a museum in Bordeaux.

The Cockle Mk II folboat will take its place in an exhibition in the Conservatoire International de la Plaisance, a museum of sailing in the French port which was the destination of the ten Royal Marines who paddled up the Gironde river to sabotage German shipping in 1942.

Sea Hawk to fly again

THIS vintage Hawker Sea Hawk, being restored by British Aerospace, will fly again this summer for the first time in seven years.

The jet, one of 400 which operated from Royal Navy carriers and shore bases in the 1950s, was transferred to the RN Historic Flight in 1982. It flew last in 1989.

• The Swordfish Heritage Trust, which supports the RN Historic Flight, is seeking swimmers to take part in its annual, fund-raising Swordfish Swim from Ryde on the Isle of Wight to Stokes Bay on the mainland on July 21.

For details and sponsorship form, write with an stamped, A4-size envelope to Chris Farmer, 16 Whitworth Close, Gosport, Hants PO12 3PF.



Branch set to give its final instructions

AFTER nearly 300 years, the Royal Navy's Instructor Branch will come to an end this month.

Following the work of the Officers' Study Group, the Navy decided to disband the branch - which has its origins in the appointment of 'Schoolmasters' to teach navigation at the beginning of the 18th century - and regrade serving officers within the Seaman and Engineer branches.

From July 6 all serving Instructor Officers will be reclassified according to their skills.

Officers with Meteorology and Oceanography qualifications will join the Seaman branch as X(METOCs).

Development

They will pave the way for the development of a new specialisation to be called the Hydro/METOC(X(HM)), bringing together the skills of the Hydrographic Officer and the METOC officer to form a warfare officer with all-round environmental skills.

Instructor Officers with training and information systems backgrounds will join the Engineer branch as Training Managers (ETM) or Information Systems Officers (EIS) under separate career arrangements.

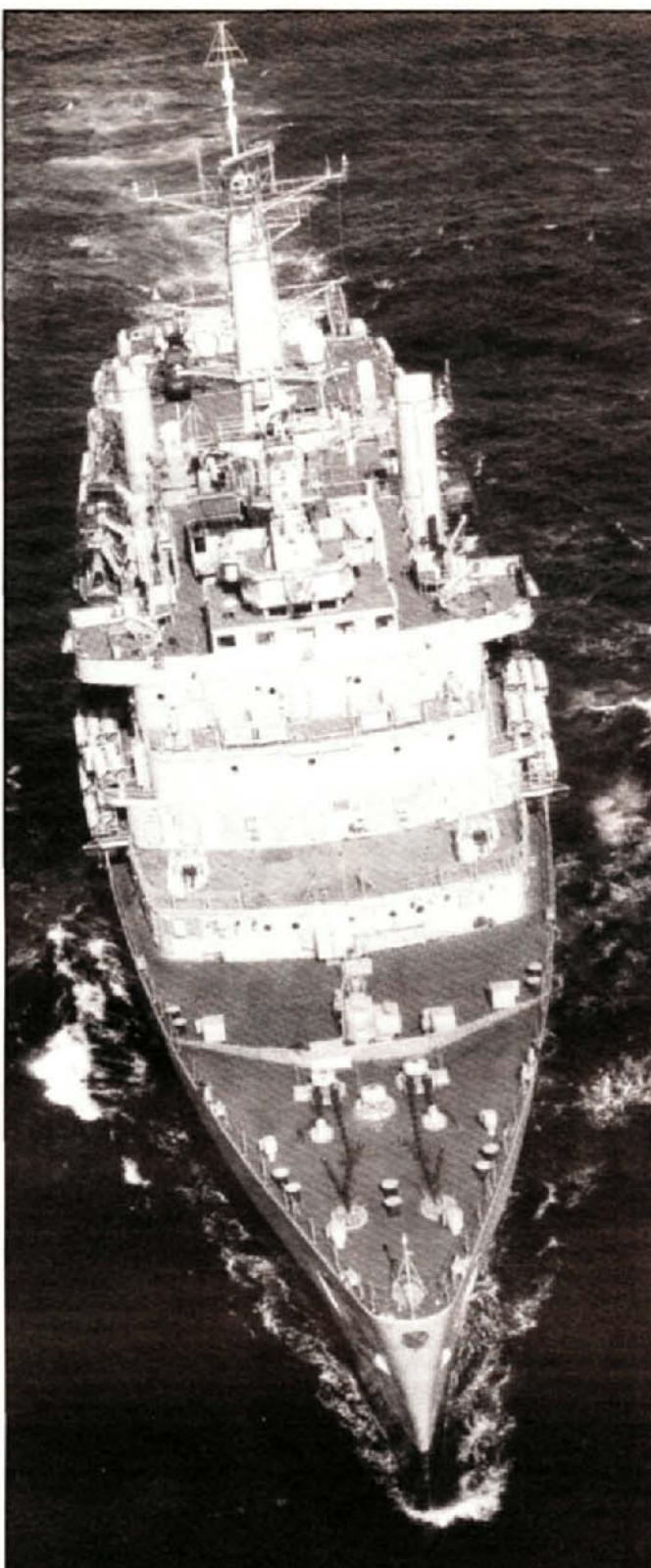
• See next month's issue for a special feature on the Instructor Branch's long history.

90 years on at Ganges

OVER 1,000 former HMS Ganges boys held their 90th anniversary reunion at the legendary Ipswich training establishment, where they received a birthday telegram from the Prince of Wales.

Guests included Admiral of the Fleet Lord Lewin, the Lord Lieutenant of Suffolk, Mayors of Ipswich and Harwich and five former Captains of HMS Ganges.

A guard was provided by HMS Middleton.



• HMS Fearless in Exercise Purple Star (see pages 12 and 13).

Mission to Mallaig for Lindisfarne

FORCE 10 gales kept HMS Lindisfarne out of Mallaig Harbour on the west coast of Scotland when she arrived to take part in the Royal National Mission to Deep Sea Fishermen's 19th Gala Week-end.

The bad weather forced the cancellation of the Fishery Protection Vessel's planned cocktail party - but next day the winds died down and she was able to join the celebrations.

These included a lunch hosted by the Mallaig and North West Fishermen's Association, a trawler race, parade, craft fair, soccer match, seafood supper and three church services.

Caring

Last came a lunch hosted by Lindisfarne's CO, Lt Cdr Nick Murphy, with guests including the Princess of Wales' mother Mrs Frances Shand-Kydd; former Captains Fishery Protection Capts Roy Harding and Capt Nick Barker; Mission Superintendent Murray Campbell; and the present Commander Fishery Protection, Cdr Chris Lightfoot.

The Mission has been caring for fishermen, their families and communities for over a century and gives financial and practical help to shipwrecked, sick, distressed, disabled and retired as well as sea-going fishermen and their families.

Missed a bit!

DURING National Spring Clean Week Northern Parade Junior School pupils were invited to help tidy up HMS Nelson - under the watchful eye of Executive Officer Cdr John Wills. Since 1994 HMS Nelson has recycled 45 tons of waste.



Next stage for coach cards

NATIONAL Express Coaches have agreed to continue the HM Forces Coach Card Scheme.

New cards are valid until 31 March 1999 and ships and units can demand revalidation stickers from CSE Llanguaenach using MOD Form 999.

Flight to save man delirious after 18 days adrift

Double call out in the Caribbean

TWICE in the space of five days HMS Fearless flew to the rescue of seamen casualties in the Caribbean.

The first call came after the 1,600 tonne Danish merchant vessel Elizabeth Boy alerted the US Coast Guard that it had recovered two people clinging to the wreckage of a speedboat close to Puerto Rico.

One was already dead and the other, Alexander Johnie from St Lucia, was suffering from severe dehydration after claiming he had been adrift for 18 days. Three others who had been in the boat were missing.

The Coast Guard contacted the amphibious assault ship which was 400 miles from the scene, having lately completed an exercise with US forces near the island of Vieques and on her way to another with the Royal Netherlands Marine Corps at Curacao.

She immediately headed towards the Elizabeth Boy and the Sea King was despatched at night at maximum range with the ship's doctor, Surg Cdr Adrian Baker, who was winched down to stabilise the critically ill man's condition. He was said to be delirious after drinking sea water.

The Sea King then flew back to HMS Fearless to refuel and took Mr Johnie on to hospital at Curacao.

The ship's commanding officer Capt Rory McLean told *Navy News*: "Fearless's deployment in the Caribbean is going extremely well. The search and rescue operation is a task that was given to us, but it is a task that any operational ship might be given.

"The patient is now in the right place and is alive and stable."

Five days later the Sea King was called again, this time to ferry a badly injured seaman from the MV Lee Francis to hospital at Trinidad.

He was found to have been hit by a flailing wire and had cuts to his wrists and abdomen.

• See also pages 12, 13 and 21.

Heron's new bill

A NEW £4m Food Service Complex at HMS Heron has been opened by Rear Admiral Nicholas Wilkinson, Chief Naval Supply Officer.

It replaces the 56-year-old wartime junior ratings galley and dining hall and includes a combined Warrant Officer and Senior Ratings mess to replace the old CPO and PO messes.

The VIP buffet was prepared and served by WCK Chrissy Harrison, 1995 Young Cook of the Year at the Portsmouth Salon Culinaire competition.

New Guzz museum holds an 'at home'

PLYMOUTH Naval Base Museum reopens on July 27 for a special open day for its newly formed Society of Friends.

The premises have been temporarily extended to accommodate a mass of newly acquired artefacts following the recent spate of closures of Service establishments in the area.

A Naval Base Museum Trust plans to develop the museum for full public access, hoping it may be rehoused in one of the larger historic buildings in South Yard.

Meanwhile a series of books on the naval heritage of the West Country and Devonport Dockyard by one of the Friends' early volunteers, former shipwright/draughtsman Andy Endacott, now the museum's honorary historian, has been reprinted.

• For further information contact Cdr C.W. Crichton, tel 01752 55914.

IN BRIEF

Clyde puts safety first

NAVAL Technical Department at Clyde Naval Base has won the British Safety Council National Safety Award.



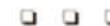
848 Naval Air Squadron at Yeovilton was visited by former members of 848 Sqn of the 1952 Malayan Emergency Formation, the RN's first operational helicopter squadron - then the only troop lifting unit in the Malayan theatre which established the present day 'Junglies' ethos.



MEMBERS of the Rolls Royce Enthusiasts Club brought 15 gleaming Rollers to RN Air Station Culdrose - where the Sea King helicopters and Hawk jets are also RR-powered.



A REPLICA uniform of Lord Nelson, with shirt based on his effigy in Westminster Abbey and including his monogrammed laundry mark and specially altered right hand sleeve, went on display in HMS Victory last month.



'SEA SOLDIERS', an exhibition of pastels and drawings by Keith Holmes based on a year spent with the Royal Marines, will run at the Royal College of Pathologists, 2 Carlton House Terrace, London until 27 September.



MEMBERS of the Russian Convoy Club visiting HMS Drake were shown the font in St Nicholas Church donated by the Arctic Campaign Memorial Trust in 1994.



NEWLY modernised Practical Maintenance Platform at HMS Sultan, the RN's marine engineering school at Gosport was reopened by Cdr Stephen Meyer, Director of Naval Plans and Programmes.



33 FIELD Hospital, RAMC has arrived at HMS Dolphin as the first of three new medical units to lodge on the Fort Blockhouse estate, to be followed by the Defence School of Health Studies and the Royal Defence Medical College.



What happens if the balloon goes up?

A LESS well-known section of the Naval Drafting Organisation is that of the War Drafting Control Office.

This section is unique to the drafting organisation and is responsible for co-ordinating the allocation of RN active service and reservist rating manpower to crisis and war billets, as well as being responsible for administering all Royal Navy and Royal Marines ex-regular and other ranks of the RFR and the Pensioner Reserve.

The majority of Service personnel have little knowledge of how the transition from normal 'peace time' operations to a 'crisis situation' would affect them, but a great deal of detailed planning goes on in the WDCO section, identifying square pegs for square holes.

Nowadays, the emphasis is on out-of-area crisis planning such as the Bosnia operation, as the likelihood of a full war breaking out at short notice is considered to be low.

Crisis

Dual Drafts are issued to fill the Crisis or War billets which, because of the need for some pre-training or special qualification, need suitable active service ratings pre-matched to them in peacetime.

This pre-matching requires the skills of the individual to meet the requirements of the task, ideally with no need for additional training, although occasionally some may be necessary. Pre-matching is carried out continuously and selected individuals are notified via

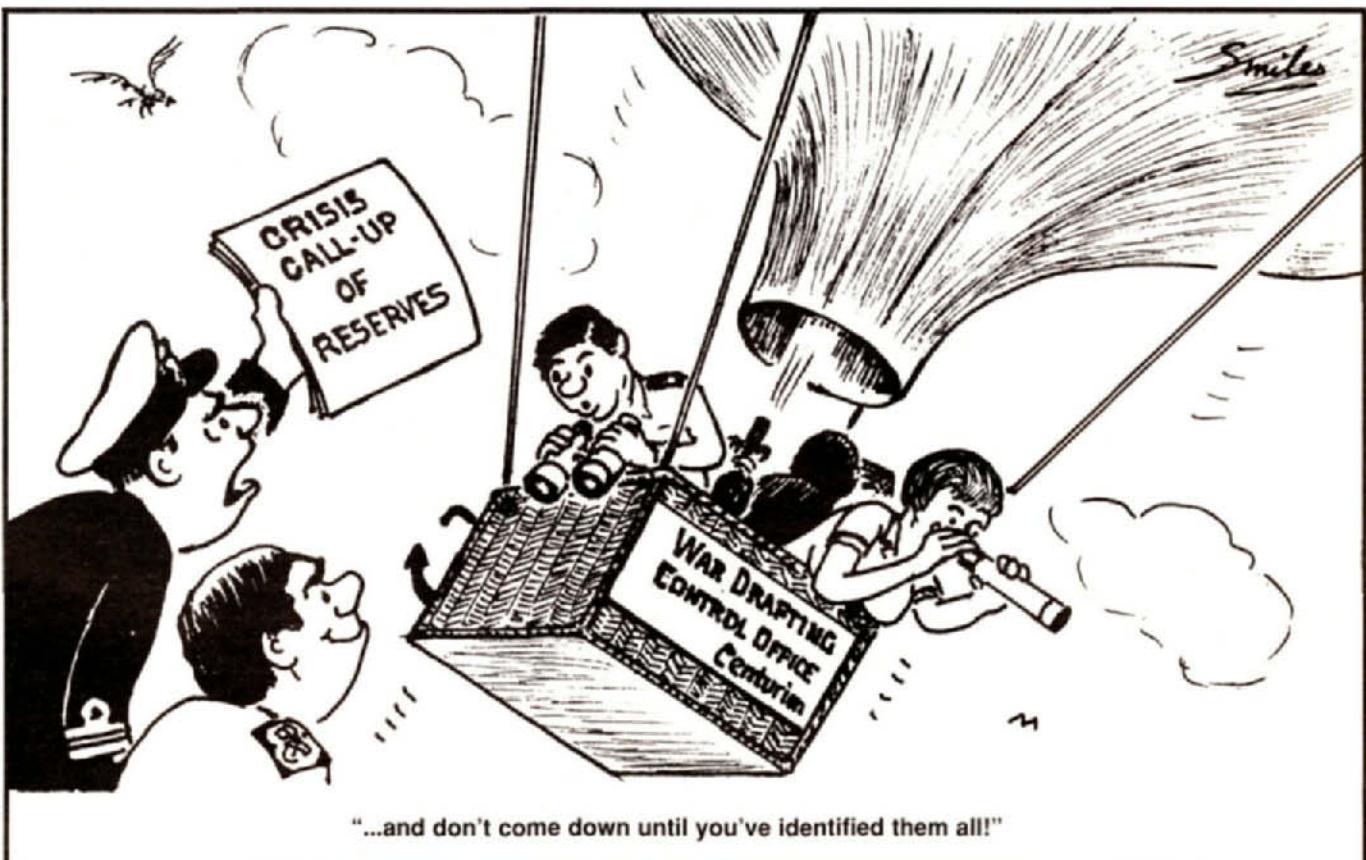
the MACC of the Manpower Control Establishment which, generally speaking, will be one of the larger shore establishments. If you are a dual draftee you should have been informed of it but, if you have heard nothing, then you can presume no news is good news.

Exercises

In October last year, NDD was involved in the Navy's first major manpower redeployment exercises since 1989. The two-week exercise tested the Crisis Operational Drafting System and has helped us to enhance some of our procedures.

As you read this, NDD is engaged with 2SL/CNH, CINCFLEET and Chief of Fleet Support, in a follow-up exercise (REGEN 96) which is being spread over six months in order to conduct a 'real time' exercise.

It will be interesting to see the final analysis and, from lessons learned, how we can enhance our procedures further.



The Reserves

The ex-regular reserves are made up of the Royal Fleet Reserve and the Pensioner Reserve and should not be confused with the Royal Naval Reserve which is administered by the Director of Naval Reserves (DNRes) from Victory Building in Portsmouth Naval Base.

Under existing legislation, ratings leaving the Service having served less than 22 years have a three year liability for RFR service, while those leaving on pension will be liable up to the age of 55. These rules apply to those leaving the Service on redundancy.

Females and QARNNS personnel (male and female) are not, under current legislation, liable for reserve service but a new Reserve Forces Act, RFA 96, comes into effect from January 1, 1997 and will provide more flexibility for the use of reserves and make their role more relevant to today's needs.

Unlike the current legislation, the new act covers QARNNS and

females and will, for example, allow reserves to be used for UN peace keeping operations.

Under the new legislation, all regular ratings who join the Navy after January 1, 1997 (whether as pensioners or not) will have a Royal Fleet Reserve liability of a straight six years.

The opportunity will exist, however, for those reservists who were in the Navy before January 1997 to elect irrevocably to accept the reserve liabilities under the new legislation.

RFA 96 will provide a number of new types of reserve service, to enable the RFR and RNR to be called out on a voluntary basis, either full-time or part-time, depending on Service requirements.

In each case, a formal agreement will be made between the RN and the reservist concerned. If and when these requirements arise, reservists will be 'trawled' for volunteers but, at this stage, the detailed requirement has yet to be defined.

The War Drafting Team

The War Drafting Control Office staff, with their Centurion telephone extension numbers are:

WDCO AND REGISTRAR OF RESERVES:
Lt Cdr Nigel Parry 2384

ASSISTANT WDCO/OFFICE MANAGER:
POWTR Trevor Jackson 2105

OFFICE WRITER: WTR Richard Briggs 2485

RESERVES ADMINISTRATION

RN Pensioners: Mrs Pauline Bennett 2046

RN RFR (A-K): Mrs Mary Parry 2253

RN RFR (L-Z): Miss Lisa Whitcher 2199

RM RFR/Pensioners: Mrs Gail Brooker 2513

RFR Annual Reporting: Mr Ron Harley 2252

SHIP OF THE MONTH

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University boats on Britannia's books



Commodore Philip Masterton-Smith, who has assumed administrative control of all 14 URNUS, at the helm of Northumbria URNU's P2000 fast patrol vessel HMS Example.

THE ADMINISTRATION of 14 University Royal Naval Units throughout the UK has been taken over by the Commodore of Britannia Royal Naval College at Dartmouth.

Two URNU P2000 fast patrol boats, HMS Example and Explorer visited BRNC to mark the handover to Commodore Philip Masterton-Smith.

The college is the cradle of all naval officers and links between Britannia and the URNUS are already well established.

They regularly visit the College in the summer months to use its facilities and for a 'taster' of life at BRNC as a young officer.

Six new URNUS have recently been created and all units are providing high quality recruits for the Royal Navy.



ARUN'S DOUBLE LIFE

IN HER decade of service HMS Arun has proved her versatility time and again.

Built by Richards Ltd, she was originally intended for use by Sussex Division RNR as a minesweeper and served in that role for eight years.

In 1994 she had all her sweep gear removed by Bolstons, of Poole, to make way for the boat group she now carries.

Accepted on May 25, 1994, she was recommissioned into the Northern Ireland Squadron, for which she carries out a wide variety of tasks in support of the Royal Ulster Constabulary.

Varied role

It is a role she varies with attachments to the Fishery Protection Squadron. HMS Arun has just begun a period of fishery protection duties, during which she will help to enforce British and European Community fishing legislation around the United Kingdom.

She will remain so engaged - the majority of her time spent off the east coast, - until October, when she is scheduled to resume operations in and around the coast of the Province of Northern Ireland.

Her tasks there include working with the Royal Marines and units of the RAF and Army in counter-terrorist operations in support of the RUC. HMS Arun has also worked in support of the Coastguard in numerous exercises and several real search and rescue operations.

Powered by two diesel engines that produce 1,520 brake horsepower through two controlled-pitch propellers, HMS Arun can spend anything up to three weeks at sea and on task without jetty support.

High profile

In her time off task, the ship has played a full part in community relations in the Province, with high-profile visits to Carrickfergus and Bangor and affiliations to three Ulster Sea Cadet Units.

HMS Arun is also affiliated to Littlehampton in Sussex and holds the Freedom of the town. But she has not managed a visit there in the past few years.

It is hoped, however, to put matters right this summer, when a visit is scheduled for the end of July, duties allowing.

In the meantime the ship has been raising money for charity. Several hundred pounds were raised through a triathlon involving several members of the ship's company. This took place on the Isle of Arran in the Clyde while the ship was visiting Brodick, the island's "capital".



Versatile: HMS Arun divides her time between fishery protection duties and operations with the Northern Ireland Squadron

Three hundred pounds was subsequently presented to CLIC, the Bristol-based charity helping children with leukaemia and cancer, during a visit to the city.

Predecessor was first ocean-going destroyer

ONLY predecessor in the name HMS Arun was a 550-ton torpedo boat destroyer launched in 1903 by Laird Brothers at Birkenhead and accepted into the Royal Navy the following year.

The River class to which she belonged was the first true ocean-going destroyer class, designed to accompany the Fleet in all weathers and with much-improved radius of action and accommodation standards. Their maximum speed (25-26 knots) was less than that of the previous smaller TBDs but it could be sustained in quite heavy seas, in which the "30-knotters" were unable to operate at all.

Allocated to the Devonport Flotilla of the Home Fleet, HMS Arun's first commanding officer was Cdr R.Y. Tyrwhitt. In August 1904, taking part in the annual Fleet manoeuvres, the Arun rammed and sank the smaller HMS Decoy, fortunately without loss of life.

The accident had no adverse effect on the career of the CO, however. He went on to become a knighted admiral!

In 1905, with the Russo-Japanese War still in progress, Arun was one of six "Rivers" deployed to the Far East. She arrived at the Fleet's summer anchorage at Wei-hai-Wei off northern China four weeks after the Russian defeat at Tsu-Shima.

An Anglo-Japanese treaty was signed in the August and towards the end of the year the Fleet visited various Japanese ports, Arun accompanying the flagship to Kobe and Nagasaki.

After three months based in Hong Kong, the six River-

class vessels headed home, arriving in April 1906. The extended tour had been a complete success and vindicated the destroyers' design, which had been much criticised on grounds of cost - £70,000 each.

Cruisers had accompanied them on the longer ocean passages to provide coal, but the destroyers had shown themselves to be mechanically reliable and able to weather a typhoon.

Grand Fleet

Over the next eight years Arun served with the Home Fleet at Devonport and with the 9th Destroyer Flotilla at Chatham. In July 1914 she was attached to the Grand Fleet and based at Invergordon for local defence duties.

She remained there after the outbreak of war, undertaking patrols and escorting major warships and auxiliaries between Cromarty and Scapa Flow until March 1915, when she was reallocated to

the Portsmouth Escort Flotilla.

She sailed with her first Expeditionary Force convoy the day after arriving in Portsmouth and remained extremely busy, plying across the Channel and sailing for local patrols off the Isle of Wight.

She was attacked once - July 10, 1915 - when she was narrowly missed by a submarine torpedo, but otherwise did not encounter the enemy throughout the war, despite her high usage. She was twice involved in collisions, firstly being struck by a merchant ship and secondly colliding heavily with the harbour at Le Havre. That time, when she returned to service it was with a new CO.

In October 1917 Arun was temporarily detached to the Humber to escort East Coast convoys as far as the Shetlands, but she returned to Portsmouth the following January. She paid off early in 1919 and was sold for breaking up in 1920.

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Facts & figures

- Pennant no: M2014.
- Laid down: 1984.
- Launched: 1984.
- Commissioned: RNR 1986; RN 1994.
- Dimensions: Length: 47.6m. Beam: 10.5m. Draught: 3.4m. Displacement: 566 tonnes.
- Speed: 12.5 knots. Weapons: Bofors 40/60; 4 x 7.62mm GPMG mounts.
- Boat group: two Seardiders or two Pacifics, one Arctic and one Rigid Raider.
- Ship's company: five officers, five senior rates and 21 junior rates. Up to 12 Royal Marines can also be carried for operations.

Jack

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MOBILE CAREER
MAN

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YOU EVER
UPWARDLY
MOBILE??

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FORENOON
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Letters

League's apart

IN 1992 you published a letter from me as part of a campaign to have the sport Rugby League recognised and approved as an official sport in the Armed Forces.

Since then, thanks to pressure from various quarters, Rugby League has been added to the list – indeed the Army and RAF have just played their fourth inter-services championship.

The sport is booming at all levels in the Army and RAF, so what about the RN? – **D.Rawson, Hull.**

Lt Cdr Clive Lamshead, secretary of RN Rugby, replies:

Rugby League has never been debarred by the RN. If there is sufficient demand for any sport it will be played in the Service, but at present there is not enough demand for teams to be formed to play League matches.

There is no prejudice against League. In fact, members of the RN have never been barred from playing under both Union and League codes, and there have been cases of individuals playing Union in the Service and playing for League teams outside.

They may be paid as members of a League side, but are barred from signing contracts.

Phoenix in disguise

THE PERISCOPE photograph taken by HMS Sceptre (April issue) was in fact of the brigantine "Phoenix" in the guise of the Santa Maria, not the Golden Hinde.

Built in Denmark in 1929 as a seagoing mission ship and later used in the North Atlantic and Greenland trade, she ended up in Miami in 1984, where she was purchased in a sinking condition by Square Sail of Bristol in 1988.

She was converted at Bristol in 1991 for the film "1492: Conquest of Paradise", which involved her in a round voyage of 13,000 miles – most of it under power as she did not sail so well under her film rig. – **I.Butler, Stapleford.**

Sad memories of a child who survived a U-boat strike

"CHILDHOOD on the Home Front" (May issue) mentioning the attack on the SS Volendam brought back sad memories.

Two of the children who survived the torpedoing of this ship, Michael Brooker of Bromley and Patricia Allen of Liverpool, later sailed in the City of Benares and were both lost when she was torpedoed on the night of 17 September 1940.

and she travelled on the midnight train to Glasgow, then to the hospital in Greenock.

Those two officials had to make eleven very different visits to parents that night – I was the only survivor of the twelve Liverpool children who sailed in the City of Benares. – **B.Williams, Lancaster.**

Stony over Portland

REGARDING C.J.A.Cope's letter about the naming of the last three Type 23 frigates, Portland may be the name of an extinct dukedom – but it is also the name of an island and harbour which has served the Royal Navy well from at least 1845; is the location of the only VC ever awarded for an action in the UK (Jack Mantle's); and was until recently the base for what is probably the finest sea training organisation in the world.

The area has lost or is losing all its RN presence and Admiralty Research Establishments, to the sadness of ex-matelots like myself – so don't begrudge us one ship's name, Mr Cope! – **R.F.Eggleton, Weymouth.**

Bondi on the beach

ON A recent holiday trip to South Africa I visited Knysna, not far from the resort of Plettenberg Bay.

Here I was intrigued to find a headstone on a neatly tended grave bearing a recently polished brass plaque inscribed with the name Bondi and, underneath, HMS Verbena.

I think that any surviving members of Verbena's ship's company would be pleased to know that Bondi's grave was still being cared for after so many years. – **A.M.Keane, Petersfield.**

Bondi was a bulldog, the mascot of the 1915 sloop HMS Verbena assigned to the Africa Station. On 30 January 1931 she was at Knysna and when Bondi joined a party going ashore to decorate the town hall for a variety concert he collapsed and died of heatstroke. A wooden cross with a brass plaque was set up in his memory – lately replaced with a headstone by local residents Keith and Peter Ranger. – Ed.

Uniforms – where the US do best at the business end

I WAS interested to read about the latest redesign of uniforms and how practical they would be using modern materials.

However, no mention was made of the officer's cap which, although practical in overall design, becomes uniform with wear.

Some stick up at the back as much as they do at the front, others, particularly those worn by senior officers, look like bread boards with a rather deflated badge folded under the leading edge.

There does not seem to be any quality control with the badges themselves. Some are thin, some are fat. The crowns are either square cut at the top or pointed.

It pains me to say that the Americans seem to have got it right years ago with a hard wearing, well made "uniform" cap that looks businesslike.

Surely we can do better? I hope this is an opportunity that will not be missed, to come up with a better design for the world's best navy. – **C.W.Childs, Haslemere.**

IN THE Hobbs report on Naval Uniforms, the bit about trials to replace the gold in officers' lace to cap badges interested me greatly.

Over 20 years ago I personally designed a synthetic lace at the request, I think, of MOD at Colchester.

We produced hundreds of yards for tests which were a great success, but the project was blocked, we understood, by the upper echelons.

It was, however, adopted by many shipping lines and airlines.

We had previously been responsible for the 2 per cent plating on a cupro nickel base instead of the standard quality of two and a half per cent gold on a silver base which had been the spec for decades.

My company, Stephen Simpson Ltd (estd 1829) closed down about five years ago – there were no longer enough contracts for badges and lace. – **L.Pickston, Preston.**

AS AN impressionable teenager in the early 1960s I was much taken with the Artificer Apprentice recruiting pamphlet and was lucky enough to be selected.

Not only did the RN offer the best apprenticeship in the world but it also dressed you in a manner appropriate to your status and trained you in the leadership qualities required for the responsibilities borne on young shoulders.

Now, in the 1990s, HMS Fisgard, that foundation of tradition inbred into all Tiffies, has gone, along with the great training establishments, Caledonia, Condor etc.

Worst of all, you want to make apprentices wear square rig.

If it wants to lay claim to training the best apprentices, then the RN ought to think again and treat their future engineers with respect and keep them in the traditional

apprentice rig. – **M.Bell, Caldicot, Gwent.**

THE day I'm happy about wearing the same rig as my female counterparts is the day hell freezes over. – **AB(M) C.Butler, HMS Campbeltown.**

● See page 20 for Part 3 of Cdr David Hobbs' history of RN uniforms.

Chop and change

IN THE article "Gunnery in the sun for HMS Southampton" (May issue) mention is made of a CHOPS(M).

In my 31 years of service I have witnessed the transition from Chief GI to CPO(OPS)(M) to CPO(M) and thankfully will not see the next stage, CPO(AWW).

I have heard of CHOPS(WOOD), CHOPS(LOGS), CHOPS(MEAT) and, on a topical note, CHOPS(ONE-OFF) but have never seen them printed in your paper, nor would I expect them to be.

I inwardly cringed whenever I was called CHOPS and was pleased to see the (OPS) dropped and enjoyed being called (a more acceptable) CHIEF. I'm sure CPO(M) Kid Jensen would agree.

CHOPS(M) never was a proper rate and I, for one, was glad to see this one get the chop! – **WO(M) M.J.Smith, HMS Cambridge.**

25 year pay off

AFTER 25 years in the Mob I have seen a lot of people seen off for what should be an entitlement in their final year.

While I appreciate Drafty will do his best, a person's final year is all important for obvious reasons and should not be left to chance.

My final year consisted of a six month ERP activation in Hong Kong – on the face of it, excellent, and I was consoled by the fact that I was going back to Rosyth where I settled many years ago.

Not so – new draft chit, new billet down in Wiltshire 450 miles away.

The answer to my Representation was that I had been very lucky in the past, there were no jobs available up north and I was the only POWEM(R) available in the Fleet to fill the billet.

I have travelled about 10,000 miles since January at great cost to the RN. The possible solution is to guarantee a person completing pensionable engagement a six month draft as an additional, if necessary to the area of his resettlement. – **K.P.Hill, Kelty, Fife.**

Navy News

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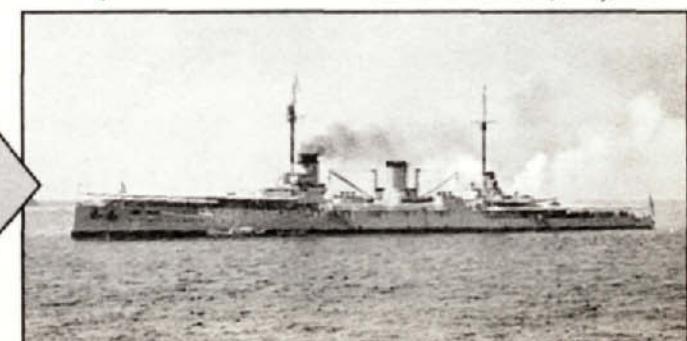
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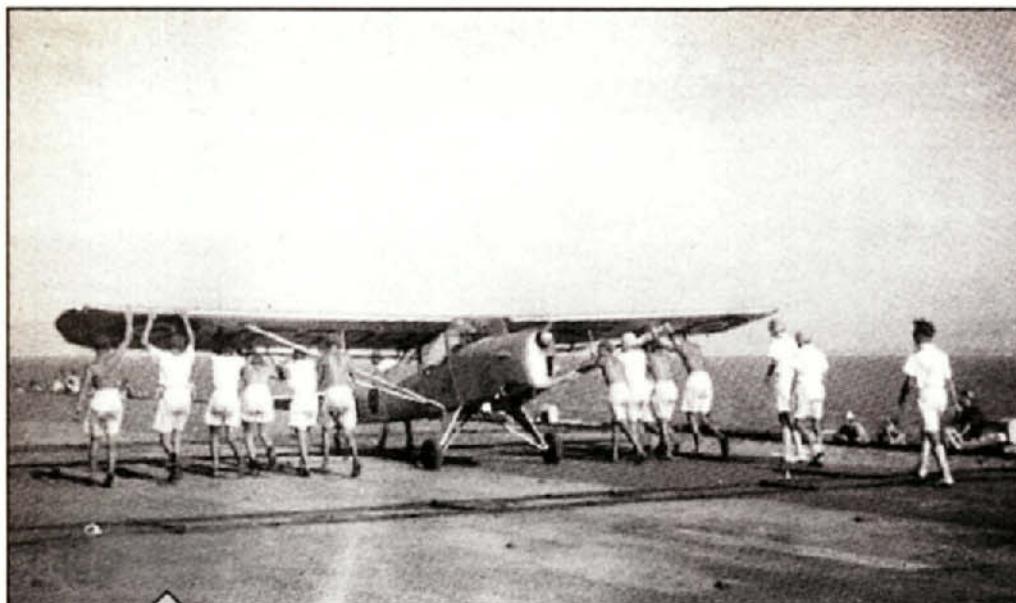
YOUR article about the old German warship Goeben (May issue) was very interesting. I was in Istanbul in 1938 and she was still there.

Then she belonged to the Turkish navy, re-named Yavuz and used as a training ship. She never again put to sea.

I was an OD in the destroyer HMS Zulu at the time this picture was taken. – **A.Burgess, Bury, Lancs.**

Yavuz remained on the Turkish navy's effective list until 1960. – Ed.





LIGHTER TOUCH

YOUR piece about the first jet landing on an aircraft carrier, HMS Ocean, reminded me that I had a photograph of Army Austers landing on her a little while later, in October 1947, which was a scene more reminiscent of World War I days.

We were on Palestine Patrol off Haifa when it happened. The Auster pilots did a few dummy runs to get used to the action of the Bats – and as soon as they touched down the Aircraft Handlers had to rush out and hold them down as they were so light. – R.S.Beech, Horncastle.

Don't shell out for any baby tortoises

I WAS interested in Admiral Sir William O'Brien's letter in the June issue concerning Jonathan the giant tortoise of St Helena.

I expect it will come as some disappointment, but I must tell you that Aldabra giant tortoises (such as Jonathan) show little breeding activity in captivity.

Although they will mate regularly, they almost never seem to lay eggs.

So although Jonathan's life may be happier in the company of a young lady giant tortoise, I do not think the Governor should invest in an incubator.

With our very best wishes to the Royal Navy. – Wing Cdr R.P. Langton, Chairman, the British Chelonia Group, Exmouth.

Forester's new friends

AS A result of an advert in your excellent paper several members of the HMS Forester Association are in contact with survivors of U-845 which we sank in the Atlantic on 10 March 1944.

One of them, Hermann Frubrich, is writing a history of the boat from the day of its launch to the day HMS Forester landed the survivors at Londonderry. – C.Parsons, Pulborough

I WAS interested to read R.Thomson's letter (May issue) about his local hostelry being renamed to honour Sir William Peel, VC.

Incidentally, Peel was not the second but the fourth naval VC, the second and third awards being made to Lt John Bythesea and Stoker William Johnstone, both of HMS Arrogant for daringly intercepting dispatches from the Tsar on Wardo Island in the Baltic in August 1854.

However, what is remarkable about Peel's exploits is that he was accompanied in all three actions which earned him the VC by his ADC, Mid Edward St John Daniel, who was similarly decorated for his part in the proceedings.

He later served with distinction, again with Peel, during the Indian Mutiny in 1858.

Whilst in India, Peel was wounded, contracted smallpox and died in Cawnpore at the age of 33.

His death seems to have had a disastrous effect on Daniel. Although promoted Lieutenant and serving in HMS Wasp, his career was set to nosedive as he began drinking heavily and he was severely reprimanded for being twice absent without leave in 1860.

Later that year he was court martialled for drunkenness and failing to turn out for his middle watch, was dismissed his ship and suffered loss of seniority.

The following year when on loan to the steam vessel HMS Victor Emanuel in the Mediterranean, he was again in trouble for "taking indecent liberties with four subordinate officers".

Rather than await the inevitable court martial, Daniel absconded when the ship was in Corfu and he was listed as a deserter.

Queen Victoria was not amused and issued a Royal Warrant causing him to forfeit his VC – and he was the first person to be erased from the VC roll.

In 1863 he surfaced in Melbourne and enlisted for three years in the Army as a Private for service in the Maori wars which led him to New Zealand where he eventually settled and became a member of the Armed Constabulary Field Force.

His drinking eventually took its toll and he died in hospital on 20 May, 1868, cause of death being recorded as "delirium tremens".

Over 50 years later, in 1920, his name was restored to the VC Roll by King George V, who firmly believed that no-one should suffer forfeiture of the medal, regardless of their behaviour subsequent to the award.

In contrast to the recognition shown to Peel, the final resting place of Daniel was reported some

time ago to be an unmarked grave overgrown with brambles and weeds in Hokitika Municipal Cemetery, West Canterbury, South Island, NZ. – CPO R.K.Bradley, Armed Forces Careers Office, Gloucester.

Seen off by the Major

THE LETTER from the son of Maj Harry Fleming (March issue) revived memories for me, for I was one of his recruits.

It was in February 1931 that I travelled to Cambridge from my village of Littleport to join the RN as a stoker.

I found the Major very kind and considerate during the examination – but it was not until June 8 that I caught the train to London, Whitehall. He was there at Cambridge station with another recruit, Ernie Hicks, to see us off. – H.Fletcher, Sheerness.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

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People in the News



Sherene wows the Yanks

IT WAS not only the Royal Marines who were impressed by Miss Globe and Laurel when she visited members of the Corps and Royal Navy personnel on Diego Garcia. WO2 Chris Townsend, reported that members of the US Marine Corps on the tiny Indian Ocean island were so taken with Sherene Fogg that they asked how they could join the British outfit.

Sherene is pictured with Mne Cal Callaghan of the British Indian Ocean Territories customs organisation.

Heraldry adviser resigns

THE ROYAL Navy's Adviser on Naval Heraldry has resigned due to ill-health. Sir Walter Verco (89), Surrey Herald of Arms, had held his Naval appointment for 25 years.

The First Sea Lord, Admiral Sir Jock Slater, said of Sir Peter: "Over his 25 years of service he has contributed much to our badges and names business by bringing together his knowledge of heraldry along with a distinct sense of history and awareness of Naval tradition.

"... I believe his designs, which stand out for their aptness, clarity and use of colour, now grace more than 70 of our warships."

WOLFIE FLIES 5,000th HOUR

A HELICOPTER pilot who saw action in the Falklands War has chalked up his 5,000th flying hour.

Lt Cdr Wolfie Wolstenholme (right) is now serving as a detachment commander with 819 Naval Air Squadron at HMS Gannet. But in 1982 he flew with 825 and 826 Squadrons, taking part in the Sir Galahad and Sir Tristram rescue operation.

After qualifying as an instructor in 1985, he flew for a



time as a member of The Sharks Royal Navy helicopter display team. More recently he took part in the flypast over London to mark the 50th anniversary of VJ Day.

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IN RECOGNITION of his role in co-operation between the British and Dutch Marine Corps over more than 20 years, the recently retired Commandant General of the Royal Marines has received the Netherlands Medal of Merit.

Lt Gen Sir Robert Ross received the award from Defence State Secretary Gmelich Meijling in a ceremony on board the aircraft carrier HMS Invincible in Amsterdam.

The presentation coincided with one of honorary CBE to the commander of the Royal Netherlands Marine Corps, Maj Gen Spiekerman van Weezelenburg. His award was presented by the British Ambassador to the Netherlands, Sir David Miers.



Generals Ross and van Weezelenburg after receiving their awards in HMS Invincible.
Picture: Mne F Bradford RMR

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IN A RARE mass presentation, these 22 Naval personnel went on parade together at RN air station Culdrose to receive Long Service and Good Conduct Medals - each marking 15 years meritorious service. Commodore Simon Thornewill, the Command Officer of Culdrose, presented the medals, including a clasp to a LS & GC Medal - denoting 30 years service - to CPO David Roberts.

Picture: LA(PHOT) Paul Smith.

In the footsteps of Lawrence

BRAVING some of the most barren and isolated desert terrain in the world, four Royal Navy personnel took a step back in time to trace part of the route of the Turkish-built railway devastated by Lawrence of Arabia.

Led by Lt Cdr Larry Young, the small RN team followed 160kms of the disused Hejaz railway from Mada'in Salih to Medina in Saudi Arabia. The railway never recovered after World War I and has lain disused since the 1920s.

The trip involved off-road driving over sand dunes and volcanic rock. Four nights were spent under canvas and several climbs were made in the hills and mountains which rise to over 1,800 metres.

Lt Cdr Young, an experienced Scottish mountaineer, said temperatures of 40C made heat exhaustion and dehydration the main hazards - quite different to those he encounters in Scotland.

The four took the opportunity to make the expedition while working with the Al Yamama project involving the sale of three Sandown-class minehunters to the Saudi navy.

- In 40C, traditional Arab headgear becomes necessary rig of the day for Lt Cdr Larry Young (second from right) and three other members of the Al Yamama project - Lt Cdr Mark Smith (left), LWTR Mark George and WO(D) Tony Devitt (right). In the background is a wrecked locomotive - one of Lawrence's victims?



Dutch honour Royal Marines General

IN RECOGNITION of his role in co-operation between the British and Dutch Marine Corps over more than 20 years, the recently retired Commandant General of the Royal Marines has received the Netherlands Medal of Merit.

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Generals Ross and van Weezelenburg after receiving their awards in HMS Invincible.
Picture: Mne F Bradford RMR

People in the News



Dicky is top of the class

HMS Triumph engineer S/Lt Dicky Peace has won the British Aerospace Sword for the SD officer judged to have achieved the best overall leadership, academic and professional results after post promotion training.

He excelled on both his Nuclear Preparatory and Nuclear Reactor courses coming first out of 21 and gaining a recommendation for further academic training.

Dicky, who joined the Navy in 1981 as an Electrical Apprentice, was presented with the Sword by BAe Director Mrs Rebecca Elliott during ceremonial divisions at HMS Sultan, paraded before Vice Admiral JR Brickstock, Flag Officer Surface Flotilla.

Award for Phoenix officer's efficiency



Lt Cdr Tony Barber

Female XO for HMS Excellent

COMMANDER Maggie Robbins has become the Royal Navy's first female Executive Officer and has taken up her appointment at HMS Excellent.

She takes charge of HMS Excellent's wide range of activities which include four training schools and 13 tenant units within the Whale Island establishment.

Cdr Robbins takes over the administration and day-to-day running of the establishment at a time of great change, and as President of the Wardroom Mess, she looks forward to its full utilisation after a two-year refurbishment.

Manadon medals

FIVE men who clocked-up 174 years service at the former RN Engineering College at Manadon have been awarded Imperial Service Medals by the Queen.

Ronald Barham, David Miller, Edward Bolt, Allan Evans and Donald Rolling were presented with the awards by Cdr John Prescott, OIC of Manadon.

Cdr Robbins, who's family home is in Clanfield, Hampshire, has served in the Royal Navy for more than 20 years.

Womens' issues

She takes up her appointment after serving in the Directorate of Naval Service Conditions in Victory Building, Portsmouth Naval Base, where she took responsibility for women's issues.

Right: Cdr Maggie Robbins, the Royal Navy's first female Executive Officer, on the Quarterdeck of HMS Excellent. Picture: 25L Photographic



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New bid to cut heat illness toll

NEW ADVICE on heat illness has been released to the Armed Forces in a bid to reduce the number of Service personnel who fall victim to the condition.

Each year about 135 Service people are admitted to hospital suffering from some kind of heat illness ranging in severity from recovery following fluid replacement, to death.

Overseas dental charges

FAMILIES of Armed Forces personnel serving overseas now have to pay for dental care. Since June 1 they have had to face charges at National Health rates for treatment in Service dental units and in civilian practices in regions without Service facilities.

Apart from the normal NHS exemptions, the dependants of personnel in Hong Kong will continue to receive free treatment due to the circumstances of the draw-down. DCI GEN 143

But Ministry of Defence medical experts say the majority of heat casualties could be prevented if commanders at all levels had a greater awareness of the risk and of correct first-aid measures.

Heat illness is a recognised hazard of military training through a combination of the intensity of physical activity, high environmental heat and the wearing of protective clothing.

Personnel are at particular risk if they are obese, lack physical fitness, have recently drunk alcohol, have a mild illness or are taking prescribed – or other – drugs.

Commanders are advised not to push on those who are overweight or unfit and who are finding the going too much. It has been found that recruits who take more than 12 minutes to complete the Basic Fitness Test are three times more likely to become heat casualties than those who take ten minutes.

And the traditional idea that a

person should "soldier on" through a minor illness is not a good one, say the experts.

The main cause of Service heat casualties in Britain is forced marching, especially the Combat Fitness Test – and the wearing of helmets and body armour significantly increases heat stress.

Supervised drinking is the most important preventive measure and troops continually exposed to a hot environment should be advised to drink enough water to ensure that their urine remains colourless.

When personnel show signs of heat illness – including dizziness, vomiting and disturbed vision – the training activity under way should be stopped for all those involved, and the casualty should be given the correct first-aid and evacuated to medical care as quickly as possible.

Errors

Two cases are cited in which errors of judgment took place:

During an escape and evasion exercise in a mountainous area in summer, personnel were told to find their own water from streams in the hills – but the hot weather had dried up the streams. Ten members of the group were admitted to hospital.

In the other case, a platoon commander complained to his superior that his troops were unlikely to meet a rendezvous with a landing craft as the heat was affecting their speed of march. The request to reschedule the rendezvous was turned down. The result: seven personnel needed treatment for heat illness and were withdrawn from the exercise.

However, as an example of success, experts cite the operations in the Gulf against Saddam Hussein where an effective and rigorous prevention programme meant that out of the many thousands of Service personnel deployed to the region, only four cases of heat illness were reported. DCI JS 59/96



Radiation dose level 'trigger' is halved

THE MINISTRY of Defence is moving ahead of likely legislation by cutting by more than half the radiation dose level which triggers a mandatory initial investigation to check that all reasonable steps are being taken to keep exposure to a minimum.

From this year onwards the dose is reduced from 15 milliSieverts to 6 mSv, although MOD stresses that the figure is an investigation level, not a dose limit.

For comparison, it is generally accepted that in this country the natural radiation dose for each person is about 2 mSv per year from natural sources.

DCI 113/96

Computer advice

PERSONNEL who carry portable computer equipment abroad outside non-EC countries are advised to obtain an ATA Carnet – a Customs document which allows the temporary transportation into or through most major countries. Carnets are issued by Chambers of Commerce at a fee of £164.50.

When equipment which has or will be used for classified work is intended to be taken abroad, the appropriate security authority must be consulted. If the material contains personal data which will be transferred to another system, the implications of the Data Protection Act should be considered.

DCI GEN 104/96

Medical careers

MEDIUM career commissions of 16 years have been introduced for Navy medical officers. Reason for the change is to maintain a viable and balanced medical service. The first boards to consider applications for transfer from a short career commission are convening this month.

DCI RN 101/96

Video guide

AN essential guide to practical training throughout the Navy has been produced by the Services Sound and Vision Corporation.

Entitled Training – A Formula for Success, the video has been made on behalf of the RN School of Educational and Training Technology. Units which have not received a copy should order direct from: Distribution Department, SSVC, Chalfont Gardens, Gerrards Cross, Bucks. SL9 8TN.

DCI RN 84/96

HQ move

THE RNR establishment HMS Scotia has moved following the closure of Maritime HQ Pitreavie, and is now at RN Support Establishment Caledonia, Rosyth.

DCI RN 94/95

Portable trainer

PORTABLE equipment is being introduced into Royal Navy frigates to improve training with towed sonar array.

The trainer, taking the form of a computer designed to connect to the ship's sonar system, provides inter-active tuition. It replaces the system of pre-recorded tapes which generate limited exercise scenarios.

As there are not enough trainers for every ship, they will be transferred from vessel to vessel on a priority basis. DCI RN 87/96

This regular feature gives general information about new Defence Council Instructions affecting conditions of service. If they apply to you, the full, original text should be studied.

Water wings time for Caribbean

SERVICE personnel are invited to apply for places on two separate sail training expeditions to the Caribbean and Canary Islands.

The Joint Service Adventure Sail Training exercise Caribbean Wings begins in November. Places are offered in the 12-berth Nicholson 55 yacht HMSTC Lord Trenchard for one of the 11 legs of the trip. Each leg lasts from two to about three weeks until May 16.

The Nicholson yacht HMSTC Adventure leaves Gosport on August 27 for the first of 19 legs of Exercise Medchase in the Canaries. The exercise ends in May next year.

Cost per person for the Caribbean exercise is £220-£850 depending on the leg chosen, and £165-£265 for Medchase. Novices are encouraged to apply.

DCI JS 47/96



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Helping Hands

Pilgrimage blessed by sunshine

DOZENS of handicapped children enjoyed a week-long trip to Lourdes in France with the help of 47 volunteers from RN groups in Plymouth, Portsmouth and Scotland.

The trip marked the 40th birthday of the Handicapped Children's Pilgrimage Trust and was led by CPO Sue Roberts (Warrior) PO Gary Wright (MDHU Derriford) and LS Gwynne Malcolm (Renown).

The trip was blessed with superb weather and the children spent their time sightseeing, singing, picnicking and swimming.

Highlight

The highlight of the trip was a 40th anniversary mass celebrated by Cardinal Basil Hume, six bishops, 150 priests and a congregation of over 5,000, recorded by the BBC.

The organisation is always pleased to hear from serving members of the RN and RM who are prepared to invest a week of their time. Next year's pilgrimage is March 30 to April 6. For details, contact Lt Christine Mayoh on Centurion Building 2012.

Charity shoot bags £18,000

CLAY PIGEON enthusiasts had a smashing time at a Navy-run shoot near Guildford which raised £18,000 for the RN Benevolent Trust.

Working parties from HMS Nelson and HMS Ark Royal added a strong nautical flavour to the day, erecting a marquee, marshaling and counting hits in the 75-bird flush.

The event saw 110 guns entered in 22 teams, with the Navy represented by a wide range of personnel including FOSNI, FOST and FOSM and Leading Hands from HMS Liverpool. The clay pigeon shoot has become the largest single fund-raiser in the Royal Navy Benevolent Trust's calendar.

The winning team was from HMS Osprey, with Rolls Royce second and HMS Nelson third.

The shoot was held in Whithorn Farm at Wormley, by courtesy of Country Wide Special Events. Anyone interested in next year's event should contact the shoot office, Hardy Block, HMS Nelson.

DEVONPORT field gunners hauled 1½ tons of gun and limber on a six-mile run through Plymouth to raise cash for children with cerebral palsy.

With the help of staff from McDonalds and the Trengwreath School and Respite Centre, they collected more than £1,600 to pay for a computer to make communication easier.

Sailors from HMS Somerset spent four days helping out at a children's centre in Taunton. The team converted a garage at the Trull Road Centre into a hobby room equipped with a photographic dark room and pottery, woodwork and model making areas.

HMS Somerset has invited children from the school to visit the ship in her home port of Plymouth after she is officially accepted by the Royal Navy.

Warfare Mechanics training in HMS Collingwood hiked 72 miles along the South Downs Way to raise money for the British Cot Death Society.

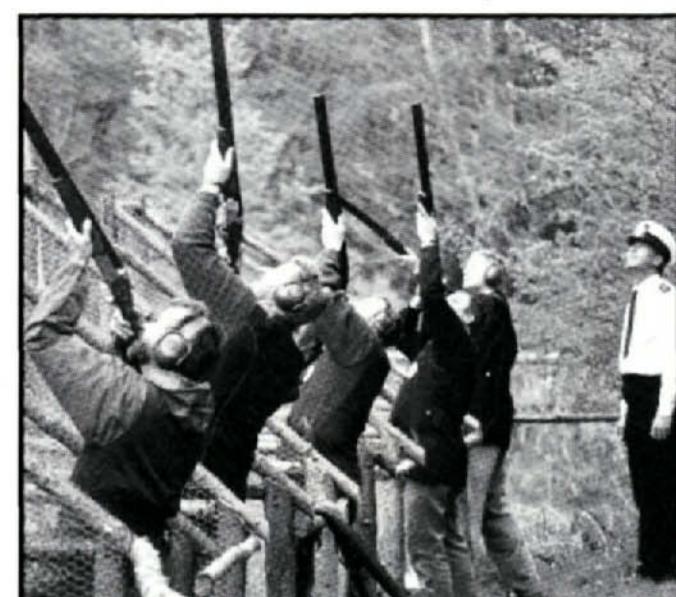
The walkers were divided into groups which each completed a 24-mile section of the route despite some very poor weather. Between them they raised £415 which will be used to buy equipment to monitor infant breathing.

Sailors from LO592 and AWT06 classes at Collingwood helped with a variety of renovations at Ranville Junior School in Fareham during their spare time, repainting the gym and dining hall and plastering and painting a utility room.

Navy Photographer Dizzy de Silva joined a team of runners in this year's London marathon who raised £12,500 for the Children's Hospice Association.

Dizzy completed the marathon in just under five and a half hours and lost one and a half stone during the lead up to the run.

Eight members of HMS Iron Duke's ship's company tackled the notorious Royal Marines endurance course at Woodbury Common to raise cash for a Plymouth hospital.



Blazing away: 110 guns took part in the clay pigeon shoot which raised £18,000 for the RNBT.

Picture: FOSF Photographic

Sailors in HMS Northumberland clocked up an incredible 339,624 metres during a sponsored 'rowathon' while on route to an informal visit to Rio.

The event, organised by OM Jimmy Green, raised £580 to pay for a 14-year-old Spina Bifida sufferer to visit Lourdes.

Volunteers from HMS Invincible painted white lines, cycle lanes and zebra crossings on the playground of East Shore School in Portsmouth to help teach the children about roads and road safety.

The school for children with special needs is the ship's adopted charity and their next task will be to rebuild the play ship that is the central feature of the school's playground.

Families who move in to the Hardway Naval Estate at Rowner have a drop-in centre to get to know their neighbours thanks to Naval Community Worker Kevin Robbins.

With the help of student social worker Julie Richards and resident Zoe Hemming, the centre is being run from a disused married quarter at 28 Widger Close and the centre is already open from 1pm to 2pm on Wednesdays.

Birthday surprise for Marine's dad

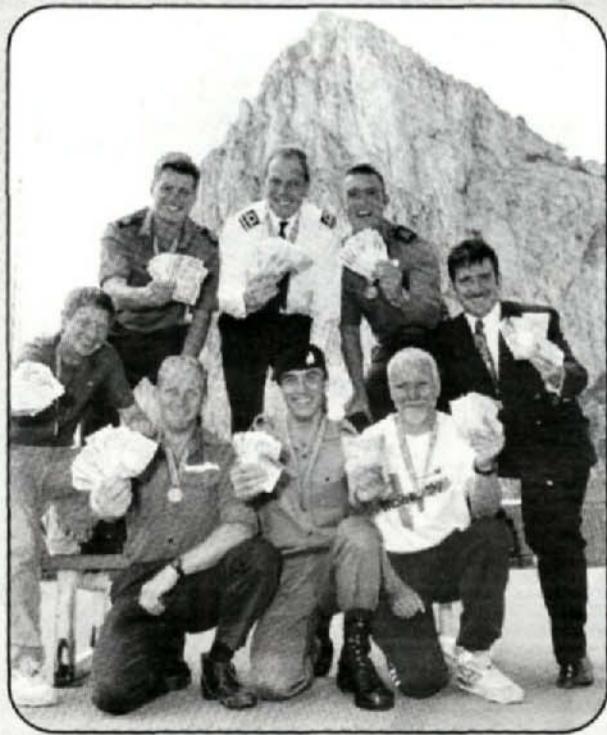
MOUNTAIN Leader Tony Boyle had a surprise in store for his father Peter on his 60th birthday.

Tony, a WO2 in the Royal Marines, was in charge of a charity abseil to raise cash for KGFS and Relate, and invited his dad to join the volunteers making the 140ft descent from Gloucester's Gloscat Tower.

Unforgettable

Over 100 people were despatched from the rooftop by WO2 Boyle and members of RMR Bristol and more than £7,500 was raised. Peter said of the abseil: "It was an unforgettable experience!"

Marathon made loadsamoney!



SAILORS from HQ British Forces Gibraltar hot-footed it back to London to take part in this year's London Marathon.

The event took place in scorching weather and turned out to be the hottest London Marathon ever with temperatures reaching 80 degrees Centigrade.

They were part of an 11-strong team of Servicemen and civilians based in the British Forces HQ raising thousands of pounds for charities at home and abroad.

For the civilians it was a question of improving their times having competed in the London Marathon in previous years, but for the servicemen the challenge was to complete the distance.

But they all finished the race and the final times ranged respectably from 3 hours 15 to 4 hours 25.

• CPO Stu Naylor at HQ CINCIBERLANT near Lisbon, Portugal, raised over £2,000 for the McMillan Cancer Relief Fund by completing the marathon in 4 hours 20.



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Above: Eight of the successful runners from HQ British Forces Gibraltar with some of the money they raised

'YOU WERE MAGNIFICENT'

Vice
Admiral
Vern Clark
USN

Royal Air Force Harriers and Tornados made up part of the formidable air package of 60 fast jets and 18 troop carrying helicopters.

For the Royal Navy's carrier group, Purple Star was their first real chance to engage in deep water exercises for three years after a long commitment in the Adriatic which ended in February this year.

The Hunt class minehunters HMS Berkeley and Chiddingfold and the Sandowns Bridport and Cromer were the smallest ships to cross the Atlantic to take part. For the Sandowns it was the first trans-Atlantic crossing and they all played a vital part in the joint forces exercise.

Submarines

HM Submarines Trenchant and Splendid acted in direct support of the task group, providing intelligence, warning of 'hostile operations' and conducting simulated attacks on opposing forces made up of RN and USN ships and submarines.

Vice Admiral Vern Clark USN directed exercise Purple Star from the 17,000 ton purpose-built command ship USS Mount Whitney.

At the end of the 25-day exercise he showed his admiration for the British ships and personnel who took part in a signal to all members of the task group.

It read: "During the past three weeks, you, the men and women of the UK Task Group, distinguished yourselves in the most complex combined joint operation in recent history.

"The vigour with which you approached the months of planning, preparation for deployment,



3 Commando Brigade RM hits Onslow Beach, North Carolina.



Landing craft from 539 Assault Squadron Royal Marines arriving on the beach at dawn.

and training in the Atlantic crossing was clearly evident as we joined forces.

Warfighting skills

"You brought considerable expertise to the exercise and we were all the better for it. Above, on and under the sea, your warfighting skills were magnificent.

"It was my distinct pleasure and honour to serve with you during this exercise. Well done, thank you, and fair winds and following seas as you proceed on duties assigned and transit home."



The nuclear-powered attack submarine HMS Trenchant.

Life at sea, US-style

WHILE the spotlight during Purple Star was focussed brightly on the carrier group, amphibious landings and mass parachute drops, some 70 UK Service personnel were working away behind the scenes on the USS Mount Whitney.

They spent 18 days at sea on the flagship of Purple Star's overall Commander, Vice Admiral Vern Clark, making up the British contingent of the command and control team for the exercise.

While life at sea US-style was less of a novelty for the Royal Navy than the Army or the RAF, there were a few surprises.

Even taking into account the presence of 350 augmentees to the



NEW YORKERS ROLL OUT THE RED CARPET

THOUSANDS of New Yorkers lined banks of the Hudson River as HM ships Illustrious, Cumberland and Glasgow sailed to New York to help celebrate the United States Navy Fleet Week at the end of Purple Star.

The Royal Navy warships were part of an armada of 19 vessels from the USA, Canada and Mexico.

As the ships sailed past the Statue of Liberty and came into view from under the Verrazano Bridge on a blisteringly hot day the sky was buzzing with helicopters and low flying aircraft.

Heading the impressive line-up of ships was the USS Arleigh Burke, a missile destroyer of the American navy's newest class of ships and she was closely flanked

by the destroyer HMS Glasgow and the frigate HMS Cumberland.

HMS Illustrious, Britain's task group leader and flagship of Rear Admiral Alan West, COMUKTG, brought up the rear with the American 'supercarrier' USS John F Kennedy.

Amazing sight

The CO of HMS Illustrious, Capt Jonathan Band, said: "It was an amazing sight sailing into New York Harbour seeing the Manhattan skyline.



Above: On US Memorial Day Rear Admiral Alan West, CO of HMS Ardent during the Falklands War, laid a wreath to commemorate the 16th anniversary of the loss of the ship on May 21, 1982.

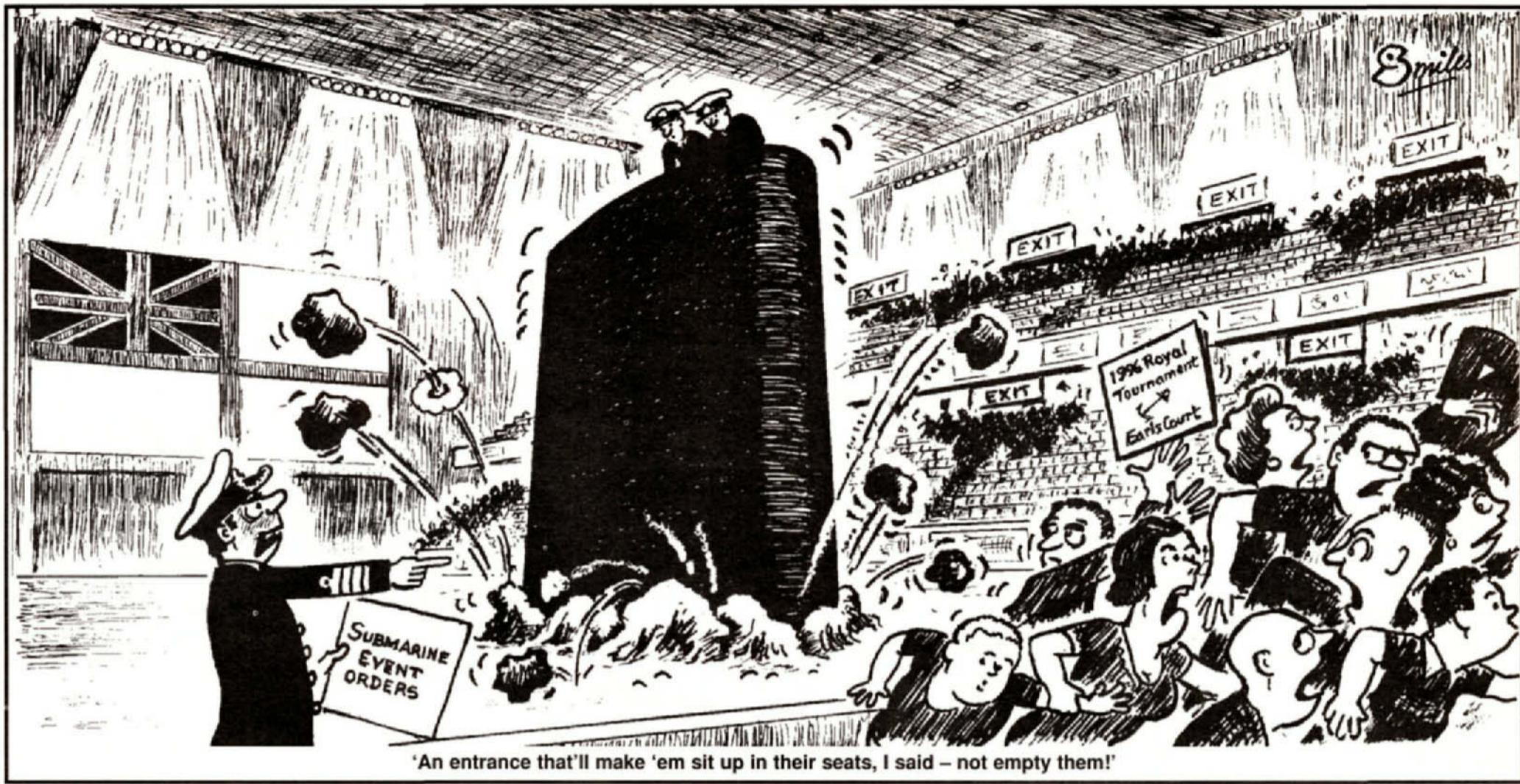
"The Royal Navy received a very warm welcome."

President Bill Clinton flew in to the City to officially launch Fleet Week and 300 sailors from the Royal Navy were on board the museum ship USS Intrepid to greet him.

The New York visit came as a welcome respite after the rigours of exercise Purple Star and plenty of activities had been arranged for the visitors as well as sight-seeing, including a Seaman's Olympics, tug-of-war, soccer and volleyball matches.



Sailors from HMS Illustrious are cheered on as they march through New York's Bronx.



'An entrance that'll make 'em sit up in their seats, I said – not empty them!'

NEWSVIEW

A talent to amuse

THE ROYAL TOURNAMENT today is a blend of oddly juxtaposed high tech wizardry and traditional entertainment – such as the RN Field Gun competition, unchanged in its essentials since it began in 1907.

This year it is the Navy's turn to take the lead – and, increasingly, and despite the evermore ambitious special effects, it can hardly hope to give a realistic snapshot of the Navy's capabilities as a fighting force.

It doesn't need to. What it does do spectacularly well is to showcase the quality of the people who man it, to the enduring delight of the people who pay for it – the last Navy-led Tournament outsold Jurassic Park at the London box office.

In recent years the event has been under threat – not because of any waning of public support but because of the heavy demand it places on the Armed Forces' manpower, which has declined significantly in that period. (The decline in popularity of Navy Days has more to do with the reduced availability of ships to attend them).

There has been no corresponding decline in the Navy's in-house tradition of producing top class entertainers, however – as the hugely successful BBC documentary series 'HMS Brilliant' proved last year!

Jon Pertwee, who has died aged 76, was the embodiment of that tradition, one of the leading luminaries of the post war TV and radio comedy explosion.

An RNVR officer – he was appointed to HMS Hood, being returned to shore with 16 other lucky men shortly before she sailed to hunt the Bismarck – Pertwee ended up in the Navy's broadcasting section. Latterly better known as one of the most successful incarnations of *Dr Who* – William Hartnell, renowned as the quintessential sergeant major of British film, was the first – Pertwee played an enormous range of characters in *The Navy Lark*, the BBC Radio comedy series that ran for a record 18 years between 1959 and 1977.

This was an endlessly inventive lampoon of Navy life which the Navy took to its heart, even though – or perhaps because – the situations it portrayed were often uncomfortably close to the truth...

The Royal Marines' Beat Retreat to mark the Duke of Edinburgh's 75th birthday last month also enjoyed record ticket sales – another unlikely success, one might have supposed, in the light of the media's current concern to portray a society cynically disillusioned with our national institutions.

It may be that the Senior Service's talent to amuse is one of its best assets, one that serves as an accessible and easily enjoyable reminder of its wider applications – and so one that may God preserve.



• Jon Pertwee, alias Cdr High-Price, down his tot on board HMS Troubridge in 1969. The *Navy Lark*'s fictional HMS Troubridge enjoyed a close and happy liaison with the Type 15 frigate – the actor is seen here inside Cdr C.R.V. Doe's best uniform jacket, loaned for the occasion during her last visit to London before paying off.

QUOTE: "This is the largest and most complex show in the country, a show of skill, strength and teamwork in the biggest theatre in the world."

– Major Michael Parker, Producer, *The Royal Tournament*, HMS Gloucester, London, 18 June 1996.

Ex-RN salvage team aims to raise 100 U-Boats

Five year plan to bring back a wolf pack

THE FIRST German U-boat to be salvaged from the Atlantic is due to be towed to Scotland in September.

Master Marine Salvage, backed by a consortium and operated virtually exclusively by former Royal Navy officers and ratings, hopes to raise more than 100 of the World War II submarines scuttled or sunk as targets by the Allies after the German surrender.

MMS, which was granted salvage rights by the Ministry of Defence last year, has made an underwater TV reconnaissance of the area about 30 miles off the coast of Northern Ireland. The U-boats they found appear to be reasonably intact and lying in water varying in depth from 40-60m.

"In August we will return with the intention, if everything goes to plan, of locating a well preserved Type VIIC boat and then raising it," MMS's operations manager Jacqui Marshall told *Navy News*.

Heavy-lift

Jacqui, who left the Navy as a lieutenant in December, is one of a small team at the nerve centre of the salvage company. Her Director is Mac McIntyre, a former RN Commander, and MMS's ship manager is ex-CPO Alan Batt.

"We don't plan to raise any more of the boats this year," said Jacqui. "Our main aim is to test our procedures and get the operation up and running. Then, over the next five years we hope to salvage about 20 a year."

Operating from their base at Loch Swilly in Eire, the salvors will raise the first boat by conventional water displacement methods, but from next year the company hope to use a newly developed and more efficient heavy-lift system.

Their first "catch" will be taken into Cairnryan near Stranraer, and is destined to be broken up, pro-



• U-534 arrives on Merseyside – sunk in Danish waters before the war's end, she is not covered by the treaty governing the U-boats scuttled in Operation Deadlight.

viding the project with its first operating income of an estimated £400,000.

However, the company's willingness to provide intact boats for display in museums is dependent on US agreement. The surrendered U-boats were sunk in Operation Deadlight, covered by a treaty between Britain, America and the Soviet Union, which stipulated that the submarines could not be salvaged and left intact – an indication of the bitter and fearful nature of the U-boat war.

Now that the wrecked vessels are no possible threat, Britain and Russia do not object to salvage and

display. But America has still not given consent – though MMS are negotiating with the US State Department and hope to obtain their go-ahead by next year.

Ironically, the intact wreck of U-534, a Type IXc, arrived in the Mersey in May to become the first preserved U-boat in Britain. Since she was salvaged in Danish waters three years ago she has been acquired by the Warship Preservation Trust who intend to put her on display at Birkenhead. Because the boat was sunk in an action just before the European war ended she is not covered by the treaty.

• One of the recipients of items from the Atlantic boats is likely to be the RN Submarine Museum, whose Director, Cdr Jeff Tall, is in touch with the salvage company. His museum's experience in preserving salvaged vessels, such as the Holland I submarine, is in international demand.

Recently he has provided know-how to the Americans following their location and proposed salvage of the Confederate man-powered submarine Hunley which sank in Charleston harbour in 1864 after a successful attack on a Federal warship.

SUBMARINE SPOTLIGHT



● HMS Spartan transits the Suez Canal on her way home after five months in the Indian Ocean



Solo show of strength by Spartan

HMS SPARTAN was heading home as *Navy News* went to press, at the end of a five month deployment to the Indian Ocean – once again showing the RN Submarine Service's capability to operate without support in places far from base port.

She sailed from Faslane on January 19, visiting Gibraltar, the Suez Canal and Diego Garcia during her transit south.

There followed seven weeks of independent exercises, rewarded with another week's stopover in Diego Garcia.

The nuclear powered Fleet submarine then headed north for a fortnight of exercises in the Persian Gulf – this time with the Type 22 frigate HMS Chatham, three US warships and an American submarine.

The joint venture gave both British units the chance to work with and against the Americans in anti submarine warfare exercises – and both

put in excellent performances that won praise from the US Commodore, although he was unimpressed when his ship was "sunk" twice...

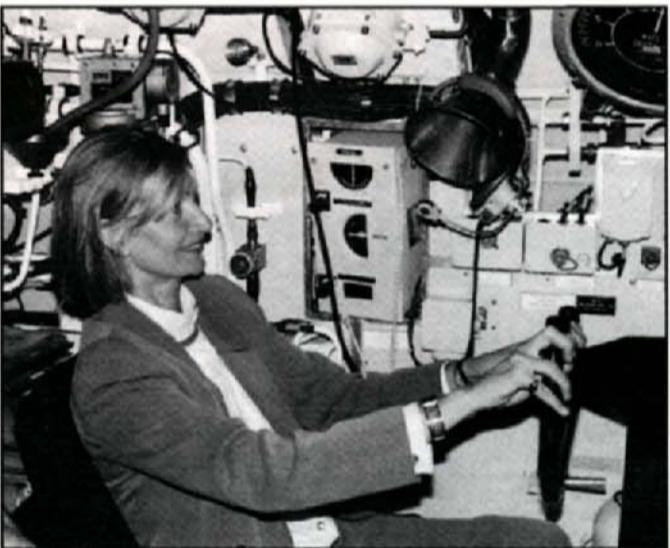
In Diego Garcia the Spartan had also emerged victorious after challenging the US Navy to compete in a round of the Read Cup, an annual sailing competition between the two countries.

Dubai was the next port of call for the submarine, allowing an alongside maintenance period during which a number of wives and girlfriends flew out to sample the delights of wadi bashing and sand surfing.

Making her return via the Suez Canal again, and Toulon, the boat was due to have been away for 154 days.

Lady Hunt back at the helm

LADY MURIEL Hunt, who launched HMS Trenchant ten years ago, took a turn at the hydroplanes in the Plymouth areas when she revisited the nuclear powered submarine with her husband, Admiral Sir Nicholas Hunt.



Port team get a bit of a lift

HMS VICTORIOUS (Port)'s Comms Team have won the 1995 Marconi Communications Trophy. Left to right in the Clyde Naval Base Shiplift during a maintenance period are PO(CSM) George Moody, LOM(CSM) Andy Anderson, Lt Phil Ponsford, LOM(CSM) Lew Lewis, CPOWEA John Dade, OM(CSM) Walter Crighton and OM(CSM) Woody Woodbridge.



Talent for friendship

HMS TALENT held Divisions in Devonport, providing the opportunity for a first visit by the Mayor of Shrewsbury, the submarine's affiliated town.

Cllr Keith Brennan is (right) is seen with his deputy, Cllr Peter Dunham, and the boat's commanding officer, Cdr Jonathan Westbrook.

Earlier this year 30 of HMS Talent's ship's company paid a visit to Shrewsbury to carry out charity work at Severndale Special School.



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W.L.Wyllie RA is one of the Navy's most enduringly popular artists. It is easy to see why. Turner, a master of the effects of light on water, was his hero, but Wyllie eschewed the mystery and symbolism of Turner, concentrating on close attention to detail of ships and fittings to win the approbation of mariners who are, as *Navy News* knows only too well, the sternest of critics in these matters.

Best known today as the creator of the *Trafalgar Panorama* in the Royal Navy Museum – an enormous work he compiled in nine months in his 80th year – he was also a keen observer of modern developments and his paintings and etchings of ships of the World War I period are as accurate and faithful a record as any of those he made of the ships of the days of sail.

This quality earned him the admiration of the men who worked on and in them – and of the ordinary working waterman: "I have not seen many barges drawn except yours that are anything like barges," a Thames barge captain once wrote to him.

To this day, 65 years after his death, few artists have approached his appeal as a painter of either steel or wooden walls, or his romantic vision of both.

William Lionel Wyllie (pronounced "Why-leigh") was born in London in 1851 into an artistic family. His father was primarily a figure painter but also excelled at landscape subjects.

As a child he suffered from a bronchial condition and so in the summers the family removed to an old Napoleonic guard house at Wimereux near Boulogne to help his recovery.

At 12 he was accepted as an art student at Heatherly's in Maddox Street. By the time he was 15 he had progressed to the Royal Academy Schools – and only two years later an oil, *Dover Castle and Town*, was accepted by the RA for its summer exhibition.

Two sons killed

He first met his future wife, Marion Carew, at Boulogne in 1870 when she was ten years old. They were engaged when she was 16, married in 1879 – and remained devoted until his death over 50 years later.

They had seven children, five boys and two girls. Eva, the elder daughter, injured when dropped as a baby by her nurse, could neither walk nor talk. She died of influenza in 1912 – moments before her father returned from the chemist, shuddering a large cylinder of oxygen he had carried home a mile to aid her breathing.

All the boys served in World War I: Harold in the Royal Flying Corps (inspired by his career, Wyllie produced a number of excellent aviation studies); Bill as a regular in the Durham Light Infantry (he was killed at Montauban on 19 July 1916); Bob with the London Scottish (killed at Messines on October 31, 1914); Dick in the RNVR; and Eric, too young to join up, as a despatch rider with the OTC.

Marion visited the Western Front eleven times, taking supplies to areas where they were most needed.

Wyllie himself, after moving his family from Hoo Lodge, Rochester to Portsmouth in 1906 where he would spend the rest of his life at Tower House (next to the Round Tower in Capstan Square, it is still there as one of the most distinctive features of the entrance to Portsmouth Harbour) retained his rank as a Captain in the Territorials, gained at Hoo, when he transferred to the Hampshire Fortress, Royal Engineers (T).

To his great vexation, he felt obliged to retire a few weeks before the outbreak of war – at 63, he realised he was standing in the way of a younger man's promotion.

War artist

Such was his reputation, he became, de facto, a war artist for the Navy, sailing with the Grand Fleet to gain authenticity for his work. Here he had a lucky escape. While sketching aboard HMS Invincible in Portsmouth Harbour he was asked to join her and applied to the censor for permission. The paper work failed to arrive in time – and the Invincible was lost at Jutland with 1,025 officers and men. In 1920 he painted the subject, dedicating the work to the memory of her ship's company.

Wyllie was a keen sailor – and a highly skilled boat builder. As a schoolboy, Sir Hugh Casson met him in the last years of his life: "He designed (boats), cared for them, sailed them and above all he never ceased to draw them in every size and shape and in all weathers. He drew them as a seaman would... accurately, affectionately and above all with that deep practical understanding of the fact, born of experience, that seamanship is fun but it is also serious, for a human life can often depend upon the curve of a hull or the angle of a cleat."

At Baden Powell's request, Wyllie founded the 1st Portsmouth Sea Scouts, giving over a store at Tower House to the troop. He found a suitable cutter for them on The Hard and named it Lord Charles after his friend the local MP Lord Charles Beresford.

On summer evenings the boys would gather on the terrace outside his studio to dive, swim, row or sail on weekend expeditions. One later recalled: "We never knew where the Scouts began and the family ended."

A keen racing sailor until well into his seventies – Uffa Fox was a close friend – the artist became Marine Painter to the Royal Victorian Yacht Club at Ryde and in 1920 was one of the founders of the Portsmouth Sailing Club. He became its Commodore, a post he held until his death.

Trafalgar panorama

HMS Victory naturally became one of his favourite subjects and he was a key figure in the campaign to preserve her.

His superb etching *Proclaiming our Sailor King* is one of his best studies of Nelson's flagship, shown firing a salute together with the modern Leviathans on the accession of King George V in 1910.

In that year a group of nautical enthusiasts met at the Royal United Services Institute. Wyllie was persuaded to take the chair and the meeting led to the formation of the Society for Nautical Research that urged the Admiralty to take steps for her docking and preservation – a process that continues to this day.

The culmination of Wyllie's efforts in the project was his *Trafalgar Panorama*. He offered it by him as a gift. He regarded it as the summation of his life's work – and it took him most of the 80th year of his life to complete.

The main action shows HMS Victory firing into the battered stern quarters of the Spanish Santissima Trinidad. The technical details are, as usual, accurate – but for one deliberate mistake. Wyllie had the masts of the Spanish ship fall five minutes earlier than actually happened so that viewers of the huge 42ft X 12 ft. painting (it is observed through a scale model of the stern of the French warship Neptune) could see the full extent of the devastation.

True to his ideal of accuracy, Wyllie had earlier visited Trafalgar Bay in a cruise liner, booking a cabin at water level so he could establish the range of colours he would use.

The Panorama was opened by King George V on 29 July 1930.

Royal sympathy

Wyllie died suddenly of a heart attack on 6 April 1931, in London where he had gone to view the hanging of three of his pictures at the Royal Academy – including *The Storming of the Mole at Zeebrugge, St George's Day 1918*.

His body was brought back to Portsmouth and placed in his studio beneath a huge canvas of the Battle of Jutland – a panoramic painting in the pencil stage which was to have been his next major work.

The funeral service was held at Portsmouth Cathedral. The coffin was then placed in the stern of the cutter from HMS Nelson. Manned by his own Sea Scouts, it was rowed out to the Admiral's barge to be taken up harbour to Portchester, where Wyllie was buried alongside his daughter Eva in St Mary's church. George V and Queen Mary sent a message of sympathy: "His name will be handed down to posterity as a Great Marine Artist".

But the full measure of his standing and popularity can be judged from the fact that the entire front and back pages of the *Daily Mirror* were given over to photographs of his funeral obituaries.

• A free exhibition, "W.L.Wyllie, RA – The Portsmouth Years", is at Portsmouth City Museum until September 1. It is accompanied by an illustrated monograph in the Portsmouth Papers series by Nigel J.H.Grundy (City of Portsmouth, £3.50); a 50-minute video, also by Nigel Grundy (£13.99); and a biography, "W.L.Wyllie, Marine Artist" by Roger Quarm and John Wyllie (Chris Beetles Ltd, £25).

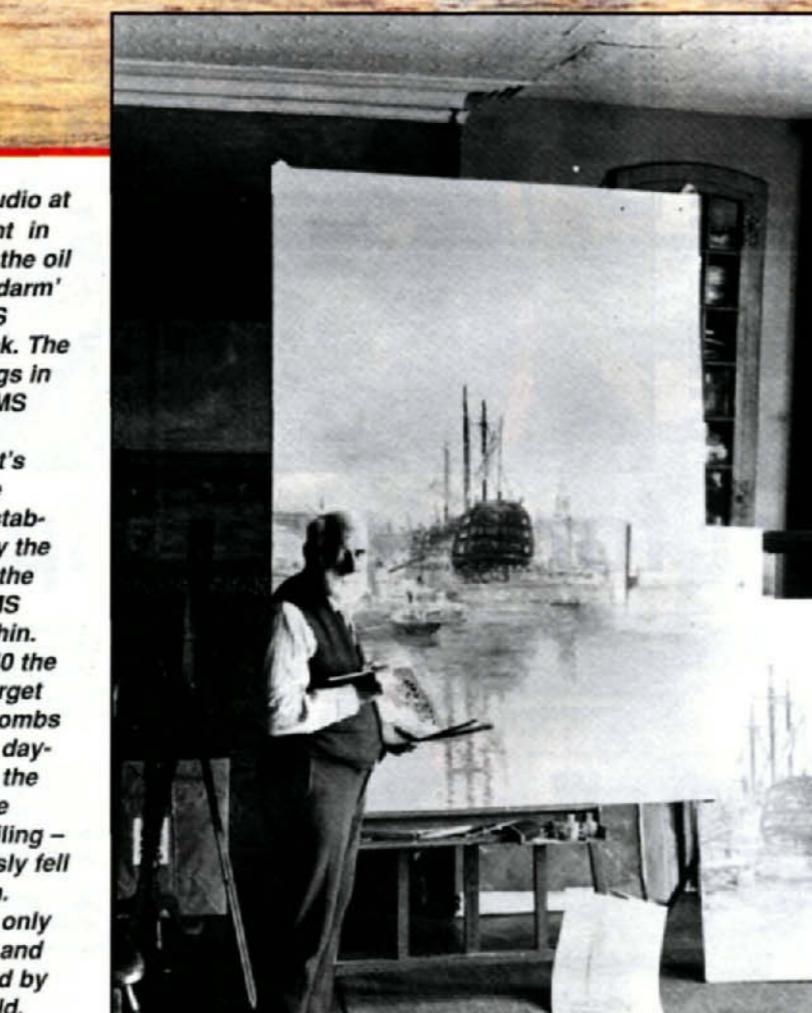
W.L.WYLLIE, RA

The Portsmouth Years

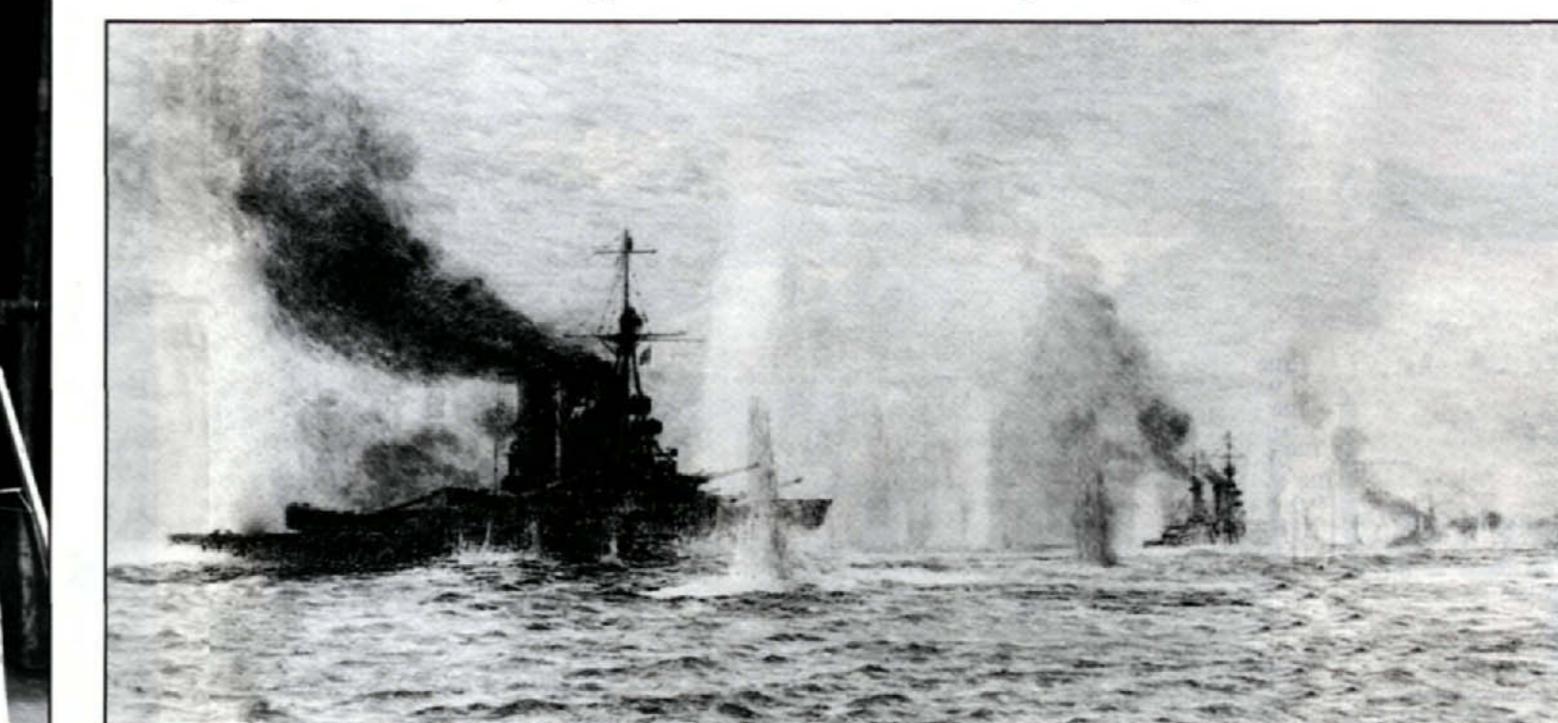
An exhibition at Portsmouth City Museum



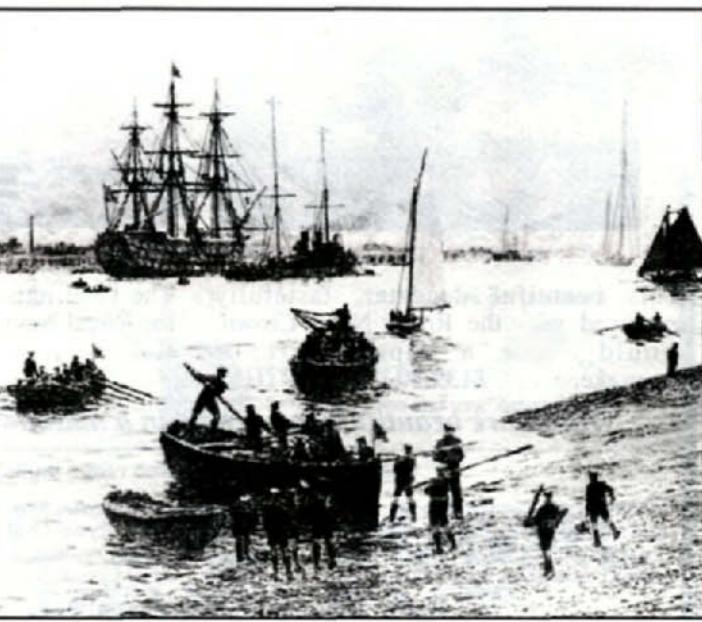
• Wyllie with his wife Marion on their golden wedding day at Tower House, 1929.



• Wyllie in his studio at Tower House, Point in 1928, working on the oil 'Crossing the Yardarm' which shows HMS Victory in dry dock. The painting now hangs in the Wardroom, HMS Nelson.



• Wyllie's delicate, finely detailed etchings are eminently collectable – often at affordable prices. One of many from World War I period, this one shows a detail from HMS Tiger, Princess Royal, Lion, Warrior and Defence at the Battle of Jutland.



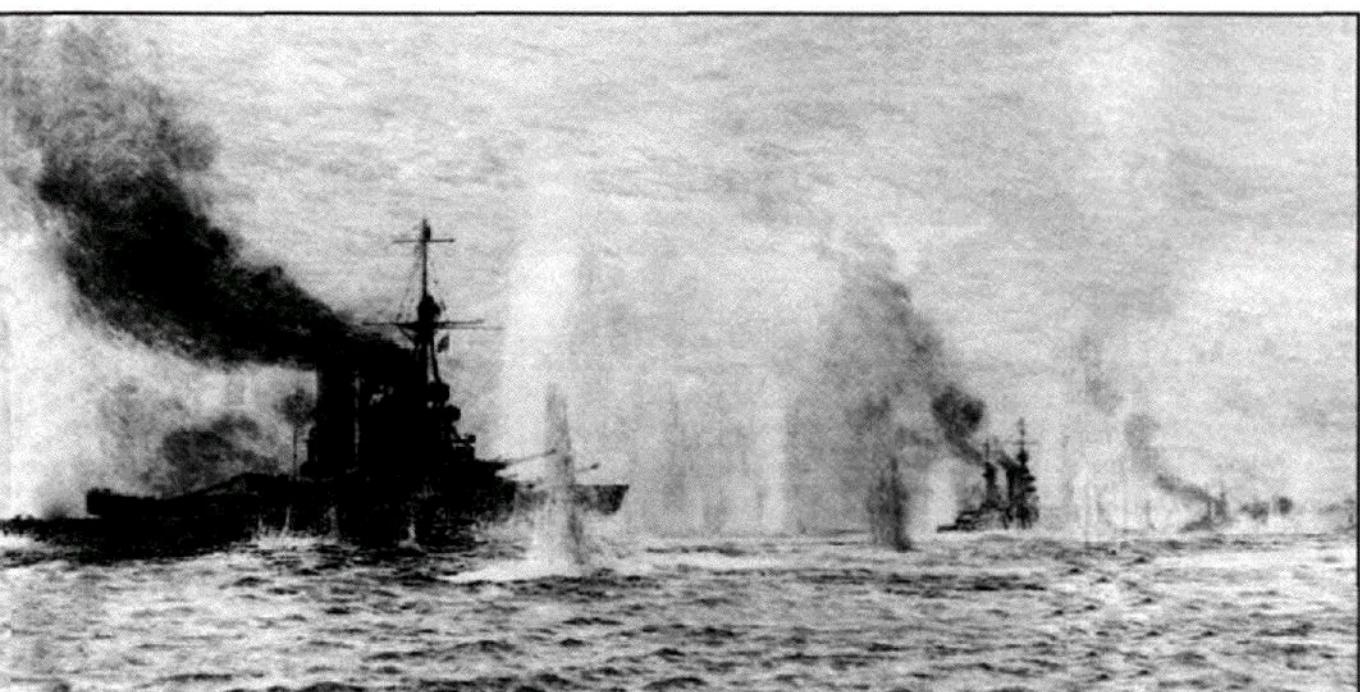
• Sea Scouts launching a boat beside Tower House, Wyllie's home for 25 years. He founded the 1st Portsmouth troop in 1907 – at the request of Baden Powell. One of the boats he bought for them, the 30ft cutter 'Royal Arthur', was the work-boat for HMS Royal Arthur and now belongs to the Portsmouth Naval Base Property Trust.

WYLIE, RA th Years

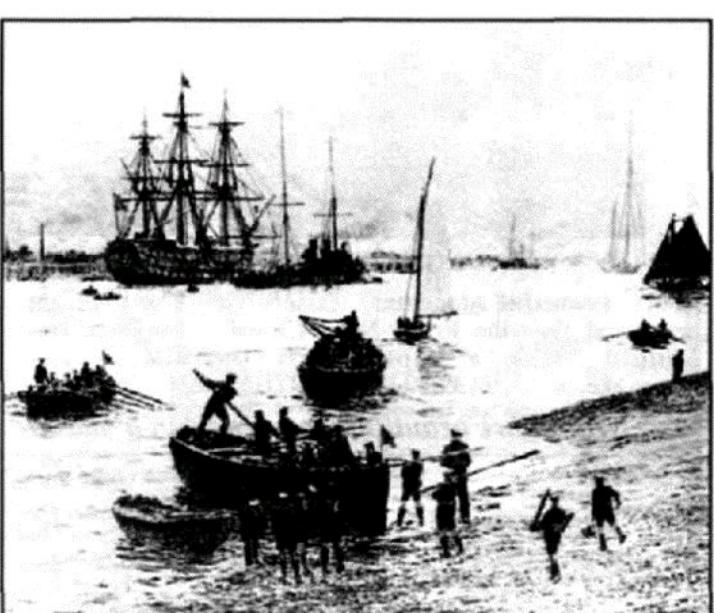
th City Museum



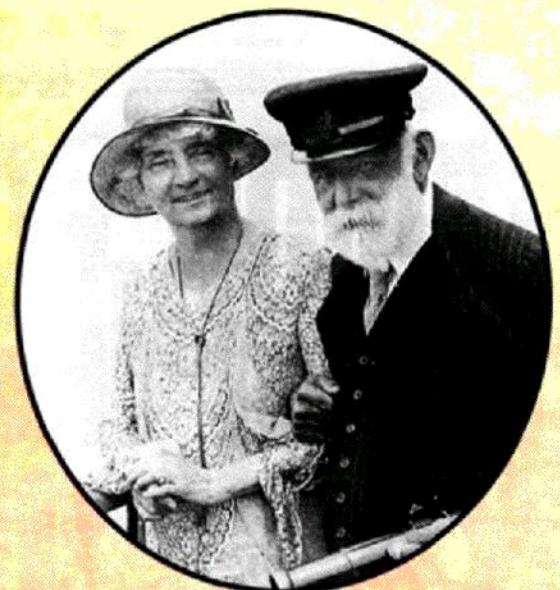
Picture: Wyllie at his best, as a depicter of marine subjects ancient and modern. Here HMS Bellerophon a Dreadnaught launched in 1907, leaves Portsmouth Harbour in 1909, HMS Victory in background. The scene was probably painted from the terrace of his home, Tower House, beside the Round Tower.



These delicate, finely detailed etchings are eminently collectable – often at affordable prices. One of many from World War I this one shows a detail from HMS Tiger, Princess Royal, Lion, Warrior and Defence at the Battle of Jutland.



● Sea Scouts launching a boat beside Tower House, Wyllie's home for 25 years. He founded the 1st Portsmouth troop in 1907 – at the request of Baden Powell. One of the boats he bought for them, the 30ft cutter 'Royal Arthur', was the work-boat for HMS Royal Arthur and now belongs to the Portsmouth Naval Base Property Trust.



● Wyllie with his wife Marion on their golden wedding day at Tower House, 1929.

Sailing was the gift of the Nile

EGYPT may have been the particular "gift of the Nile", but the river may have bequeathed something for the benefit and enjoyment of all mankind – sailing.

More heavy losses from the Hood

THE 63RD (Royal Naval) Division lost nearly 3,500 men in the Ancre battle on the Somme in 1916. Among the many recollections that form the bulk of Michael Jackson's **The Imperial War Museum Book of the Somme** (Sidgwick and Jackson £20) that of S/Lt Trevor Jacobs, RNVR, in a letter to his brother, provides a detailed account of the ordeal of the Hood battalion:

"I had received news that all my Coy. officers were wounded and had to be ready to take command of my Coy. which was also mixed up with other men I had commanded..."

"We were eventually relieved and marched back for about 1 hour's rest to the German strong point that had been taken that morning by a tank, and which surrendered with 300 prisoners... I never saw anything so tragic. It was a shambles, any amount of our brave fellows being all round in shell holes and with terrible wounds, some of them with half a head blown off, others without legs and arms, and others with numerous bullet wounds. I bound up some pretty horrible wounds myself."

"My Coy went in 150 strong and came out 85. They were lucky."

Both the Jacobs brothers were to be killed in the fighting of the following year.

In **The Earliest Ships** (Conway Maritime £28), first in time sequence of the twelve volumes of the magisterial 'Conway's History of the Ship' series, this is shown to be hardly surprising.

Egypt boasts a unique waterway, a great river that, running the length of the country, provides the easiest and quickest and most convenient way of getting from one place to another.

What is more, its prevailing wind accommodately blows opposite to the direction of its flow: once the Nile boatmen had sails available to them (the earliest evidence is a picture on a vase of c3500 BC) they could travel without having to rely on muscle in either direction.

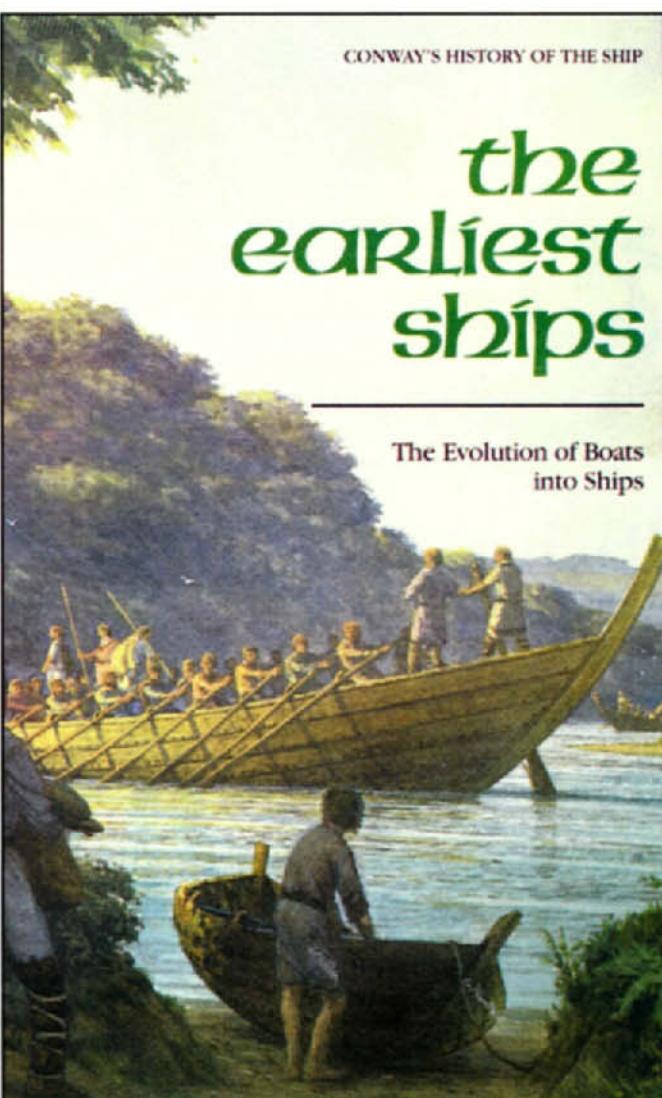
Seaworthy

This volume, however, devotes most space to water transport in northern Europe between 800 AD and 1200 AD – which, thanks in large measure to the work of the Danish National Maritime Museum's research centre at Roskilde over the past 40 years is the area and period of early maritime development about which most is known.

It is now widely believed, for instance, that the famous voyages of Viking discovery were carried out by the *knarr*, a sturdy and seaworthy cargo carrying type rather than the familiar long ship whose low freeboard was best suited to sheltered waters.

But one of the greatest mysteries remains – how did the Norsemen manage to navigate safely and regularly on hundreds of voyages between Europe and

Iceland, Greenland and sometimes America?



• Anglo-Saxon settlers of the late fifth century pulling 70ft vessels of the Nydam Ship type – from the cover painting of *The Earliest Ships* by Mark Myers.

Iceland, Greenland and sometimes America?

PLAIN JANE'S

FOR those who cannot afford their own copy of the 1996 edition of Jane's Fighting Ships – and at £185 that includes most of us – Jane's Warship Recognition Guide (HarperCollins) is a 541 page digest of the same at a much more accessible £14.99.

First published in 1994, it is now revised to take account of the sweeping changes affecting the world's navies.

Over 200 classes of warship are covered, with class and ship names, weapon systems, radars and key recognition features.

Instant cure for a fat head . . .

PART TWO of **HMS Indefatigable, Fleet Aircraft Carrier** compiled by Peter Bonney and Bill Briggs details the ship's service with the British Pacific Fleet from January 1945 - March 1946.

Day to day events of relevant operations, including the involvement of other RN and USN units, are given, annotated with many personal recollections by members of the Indefatigable Association.

Among the many tales of horror from the Japanese kamikaze campaign – and the numerous aircraft accidents that emphasise the hazardous nature of carrier operations at the time – is a typically lighter note from Rear Admiral Anthony Davies, then the ship's gunnery officer.

After the surrender three 'Splice the Mainbrace' signals were issued in a single day and he was discussing the possibilities of a resultant man overboard accident when the sentry alarm bell rang to confirm his fears:

Fitter

"The man overboard was a young fitter who was enjoying a summer evening nap to wear off his two tots of rum, settling down at the after end of the flight deck with his back against an aircraft wheel and legs dangling over the edge."

"It was dark when he roused himself, and stretching after a very satisfying sleep, slipped gently over the edge of the flight deck and down into the sea some 30 ft below."

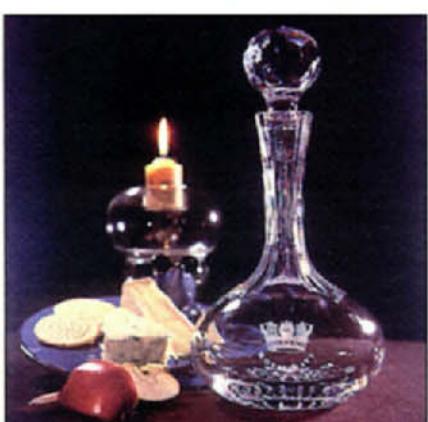
"Not intending on a serious outcome, the gods had arranged for a certain pilot, who too had been sleeping off his merriment on a camp bed on the quarter deck when he was inadvertently aroused from his deep slumber by a messenger who stumbled over him whilst calling for bridge reliefs."

"About to turn in again, the sleepy pilot's eyes were suddenly confronted with an apparition of a body descending from above... so the alarm was rung and the young fitter lived to drink another tot."

• Available from P Bonney, 73 Colin Crescent, Colindale, London NW3 6EU at £13.50 inc P&P.

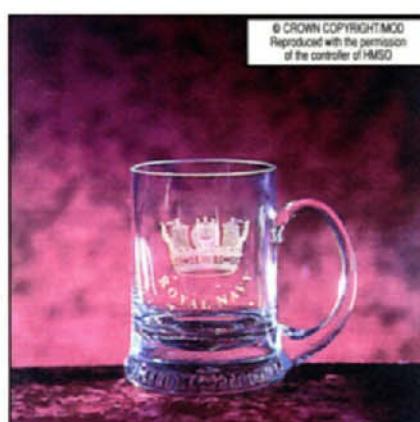
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Last look at Manadon

SPONSORED by the four Engineering Institutes, a commemorative book on RNEC Manadon is now available at £15 to non members and £12 to members, inc pp, from the Institute of Marine Engineers, 76 Mark Lane, London EC3R 7JN.



Get Shorty is vintage Leonard

CONNOISSEURS of American thriller writers have known for years that Elmore Leonard is someone special.

The accumulation of picturesque characters, the contrast between the faces they present to the world and all the anxieties, neuroses etc they try to hide from it, the way the author manoeuvres these characters into position to get the plot on the road, the colourful digressions, the humour, the abrupt explosions of violence, the unpredictability – no-one writes a thriller quite like Elmore Leonard.

Reading one of his books is like

watching a game of Russian roulette in which nobody knows how many bullets, if any, the gun is loaded with.

None of the films adapted from his work has properly caught the

Screen Scene

flavour, but *Get Shorty* comes closer than most.

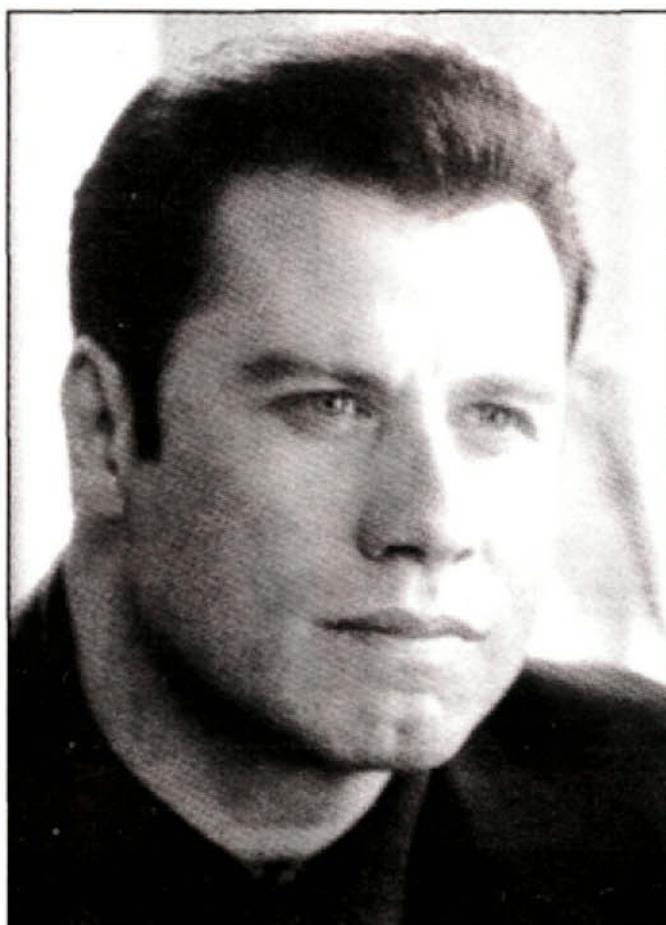
The setting is Hollywood, the variously crooked, desperate characters are vintage Leonard, and to see him set them all off on collision course is to watch a master at work.

The line-up includes a monoma-

niac film star, a laid-back loan shark from Miami, a blustering, poverty-stricken film producer, a berserk gangster – not to mention the starlet, the stuntman and the locker full of money.

Gene Hackman is at his most comically seedy as the accident-prone producer; Danny De Vito (who does not play Shorty) seems unlikely casting as the film star, until you remember that Danny De Vito really is a film star; and we will just have to come to terms with the fact that after *Pulp Fiction* and now this, John Travolta has clearly embarked on a new career phase, out-Eastwooding Clint as Hollywood's number one tough guy.

Whereas *Get Shorty* operates on the basis of offering its audience a series of surprises, *French Kiss* provides the reassuring pleasures



● Number one tough guy: John Travolta stars in *Get Shorty*.

of the familiar.

We've met them many times before, the incongruous, antagonistic couple brought together by some scriptwriter's contrivance and sent traipsing off on an incident-packed adventure in which Romance is the real and inevitable destination.

This is a comparatively low-key version, relying heavily on the charm and charisma of its stars.

Fortunately Meg Ryan, cute as a

tub full of kittens, and Kevin Kline as a blustering rogue with a heart of gold, both make excellent company.

That rubber-featured, hyperactive comedian Jim Carrey has a new movie out, *Ace Ventura – When Nature Calls*. Any Jim Carrey movie is, of course, absolutely unmissable/unwatchable. (Delete as appropriate).

– Bob Baker

Major threat from minor war vessels

ANTI-SUBMARINE nets once made life difficult for midget submersibles – and modern sensors might make them even more effective.

However, the skills required for net laying and boom defence are now all but forgotten.

Paul Kemp makes the point in **Underwater Warrior** (Arms & Armour, £16.99) while noting that Russia has been the most active naval power in the midget submarine field.

Reliable estimates put the number of Russian midgets in service in the early 1990s at around 200.

The two India Class rescue submarines can each carry a pair of Deep Submergence Rescue Vehicles, of which the Russians have 12.

"Ostensibly these submarines are for use in rescue operations, but their military potential is obvious," the author argues, adding that midgets might actually be the most potent anti-submarine weapon: "The quietness of modern nuclear submarines makes them very hard to detect at sea: therefore, the best place to attack them would probably alongside the depot ship or jetty."

Current designs would be based on the most successful wartime

craft – the Royal Navy's X-Craft – with the capacity to lay explosive charges plus a wet and dry compartment for a diver and maybe a robotic arm. Propulsion might even be nuclear.

Underwater Warrior rightly devotes a good deal of space to the X-Craft – they might not have been as technically sophisticated as the Japanese Ko-Hyoteki and the Italian CB craft but more than compensated for this by their versatility.

And their operators had thorough and realistic training – while the Germans were flung into battle with hardly any at all and achieved little as a result.

Today, countries in possession of midget submarines include Libya, North Korea and Iran.

In the summer of 1990 Saddam Hussein was in the final stages of negotiation to buy a midget submarine from Maritalia (purchase was blocked at the last moment) which he planned to arm with a nuclear weapon, the author concludes chillingly, adding: "The

belief that death in action will lead to a Marxist or Islamic nirvana will overcome a good deal of inadequacy in training.

"It only takes one midget to get through with her cargo for the mission to succeed. One can only speculate at the result of such an operation – a wrecked offshore oil installation in the Persian Gulf, an American aircraft carrier mined while at anchor in the Bay of Naples, a chemical/biological (or nuclear) device detonated in an Israeli harbour..."

By contrast, the Germans in World War II had a great deal of success with another small craft – the high performance motor-torpedo boats or Schnellboote, known to the Allies as E-Boats.

And there is now also renewed interest in high-speed coastal combatants following their use in the Iran-Iraq and Gulf Wars. The US Navy recently decided to build two new classes of coastal craft, the 70ft Patrol Boat Mk Five and the 170ft Patrol Craft One – class leader for the latter being the Vosper Thornycroft designed USS Cyclone.

She, like the E-Boats, is powered by multiple 3,000 hp diesels and combines great range with speed and reliability on a high-performance platform.

In **E-Boat Alert** (Airlife £19.95) James Foster Tent describes how the E-Boats posed a real and subsequently undeterred threat to the success of the Normandy landings.

The tragedy of Lyme Bay, when two flotillas of E-Boats attacked a convoy of LSTs killing 749 US soldiers and sailors engaged in a practice landing, is well known.

Less well known is the raid six weeks later on the E-Boat pens at Le Havre by RAF Lancasters fitted with special Barnes Wallis-designed deep penetration bombs which neutralised the threat.

Nearly fifty years later the Americans hastily designed a new deep-penetration bomb to take out one of Saddam Hussein's deep-cover command centres, a bunker with walls twice as thick as the Le Havre pens.

– JFA



● Forgotten skills: but there may still be a need for net laying and boom defence to counter today's midget submarine threat.

'State of Alert' on video deal

VETERAN TV war and foreign correspondent Desmond Hamill turned the spotlight on the Royal Navy in the ever-more perilous post-Cold War period with the Discovery Channel's incisive 'State of Alert' series.

All 13 parts are now contained in four videos:

- *Show of Strength* – items filmed in the Type 42 destroyer HMS Gloucester, the carrier HMS Invincible and the submarines HMS Splendid and Vanguard with a section on the Royal Netherlands Navy.

- *Assault from the Sea* – featuring the 'Thursday War', anti-terrorist training with British and Dutch Marines in Norway, Scotland plus a review of the latest weaponry.

- *Danger in Waiting* – damage control, replenishment at sea and minehunting.

- *Commanders of the Sea* – how the Swedes defend their coast, how modern warfare tests would-be commanding officers and how British and European navies are responding to the challenges of an increasingly unstable world.

All are available from Praxis Films Ltd, PO Box 290, Market Rasen, Lincs LN3 6BB at £12.99 each inc PP. As a special offer to *Navy News* readers the complete set may be obtained for £48 inc PP.

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How Victorious took action on working dress

UNTIL the end of the last century oilskin rain-coats and sou'wester hats were the only widely used waterproof or protective clothes.

Old or worn uniforms tended to be used for dirty tasks such as coaling ship or handling machinery. The gradual realisation, early in this century, that square rig was not ideal as a working rig in a mechanical rather than a sailing ship led to the adoption of white sweaters, serge trousers and seaboots in submarines and destroyers and by mechanics working on aircraft.

White uniforms were worn extensively in home waters for working "part of ship" until as late as 1939, since they were easier to launder than blue serge, for really dirty work, such as painting, the original number 8 dress was worn. This was a two piece, heavy cotton overall worn over day wear when even old clothes would be ruined.

For protection against the elements, the oilskin continued in use throughout World War II and Korea until replaced by a version of today's foul weather

jacket and trousers, still made in oilskin, from 1954 onwards.

For colder weather the duffel coat was widely used and is now seen as an 'icon' evoking memories of Atlantic convoys and other wartime operations. Both were worn over uniform with steel helmets, anti-flash gloves and hood as necessary. Neither was developed to be part of an ensemble and both reflected a subjective approach in keeping with the times.

The present Action Working Dress (AWD), more usually referred to as Number 8s, was the result of the first systematic approach by the Royal Navy to solve a clothing problem.

The use of "sweater" rigs by submariners, coastal forces and the smaller warships, not to mention khaki drill in the RNAS, continued to illustrate the inadequacy of square rig during and after World War I.

By 1936 there was considerable enthusiasm for a new action working rig on the lower deck, but most senior officers saw no need for change. Development of a specialist action working rig continued



● Not ideal: white working square rig as worn on the flight deck of HMS *Furious*, Scapa Flow, 1917.

into the early years of World War II. Both single and two piece suits were considered in a variety of colours including white, black, blue, green, grey and khaki.

Subjectively, cotton was chosen as the fabric since it was widely available and provided

reasonable protection against flash while being more easily cleaned than blue serge.

Protection against malarial insects and the need to be inconspicuous against a warship background were given priority with the need to protect against flash.

The catalyst for production came when HMS Victorious was lent to the US Pacific Fleet in 1943. She was equipped with USN aircraft for her squadrons, USN communications equipment – and her entire ship's company were given USN working rigs which proved extremely popular, with khaki for officers and blue chambray shirts and jeans for the ratings.

On her return, Victorious proposed that this rig be adopted by the RN – and, once "Anglicised", it was.

The resultant AWD continues in use today with minor modifications. As accepted in 1944, it was felt to look smarter than a one-piece coverall.

Different shades of blue were specified as it was intended to place different contracts for shirts and trousers, with the result that colour matching, had it been specified, would have been a problem.

Popular

A heavier cotton than that used by the USN was adopted and the existing boots, seaman's jumper (if necessary), anti flash gloves and hood with a steel helmet completed the rig in action. Caps were worn with it as working dress.

Supplies of cotton were finite in wartime Britain and Admiralty supplies were rationed. AWD issues were therefore phased, with priority going to the British Pacific Fleet which formed late in 1944.

Number 8 Dress was immediately extremely popular and its use spread throughout the post war RN, worldwide. It was a radical departure from everything that had gone before and was originally intended only for wear in action by ratings.

By the late 1940s, however, it had become everyday working rig with the result that square rig, of which there had been seven variations in blue, white and combinations of the two, was limited to formal and ceremonial use. The number of uniform rigs for ratings has continued to decline to the present two as a consequence.

AWD has undergone



changes of both fabric and design in its fifty years of service. Pure cotton was replaced by a polyester rich fabric in the mid 1970s to make it more easily laundered. The melt injuries caused by this fabric need no elaboration and improvements were already being considered before the Falklands conflict.

Production returned to pure cotton treated with chemicals to enhance its fire retardant (FR) properties in 1983 – but this in turn was found to shrink and to be extremely difficult to launder.

Present production has some polyester mixed with the FR treated cotton, making it easier to launder while resistant to melting.

The need for protection in action is greater than ever with "lean manned" ships and the risk of fire enhanced by the expanding number of missiles

likely to be aimed at our ships. Development is, therefore, proceeding to design a Naval Action Clothing System (NACS) to replace AWD. Like its predecessor, it is likely to be a quantum step forward and to be worn as working dress as well as in action.

There has been a revolution in fabric design over the past few years, making it possible to "design in" greater levels of FR protection and easy care attributes.

The core garment is intended to need no ironing, to be suitable for wear in first aid fire-fighting situations and to form the basis of all planned future protective ensembles.

● Part 4 of Cdr David Hobbs' history of RN uniform follows next month with the development of women's styles.



MORE BOOTNECKS !

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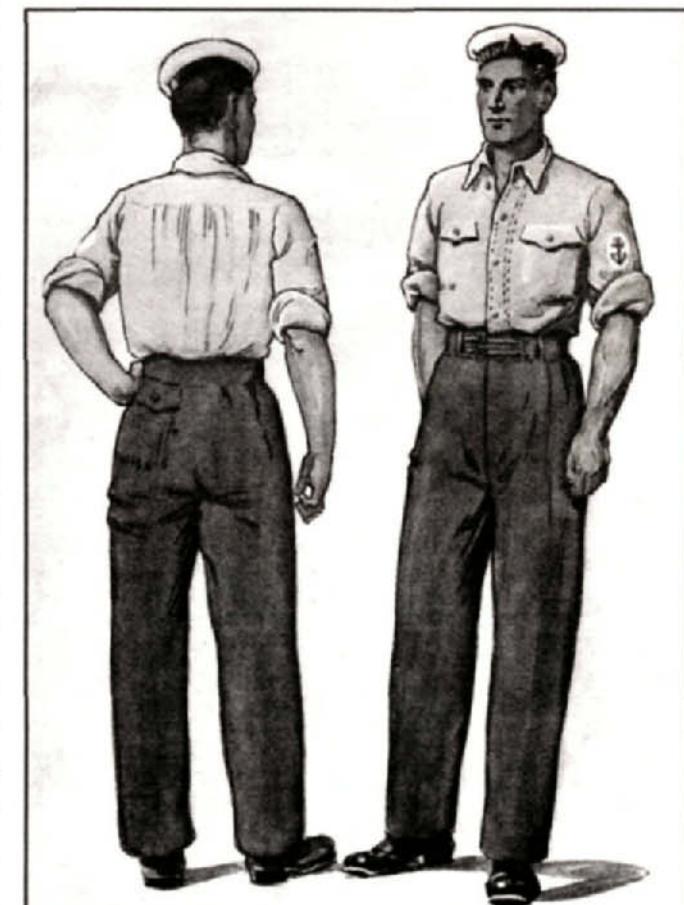
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● The American touch: this drawing accompanied HMS Victorious' submission to the Admiralty, proposing a new Action Working Dress in 1944. With minor changes, the resulting Number 8s design remains in use to this day.

RFA brings relief after yacht blaze

RFA FORT George went to the rescue of a stricken yacht which caught fire in mid-Atlantic with three people on board.

The RFA was bound for Devonport after taking part in exercise Purple Star in America when she intercepted a distress signal from the Canadian yacht Tiberias.

Fort George immediately altered course and increased speed to intercept the yacht and acted as a relay station for the US coastguard and a C130 Hercules aircraft which pinpointed the damaged vessel.

Fort George reached Tiberias in the small hours of the morning and found her crew safe and well but very relieved to see her.

Wiring

An electrical fire had destroyed much of the vessel's wiring, taking out her generator and drastically reducing the range of her radio.

Fort George brought the crew on board for hot showers and a meal and her mechanics and electricians were able to repair the generator and jury-rig the radio.

The RFA stayed in company with the Tiberias for most of the following day until another yacht, the Balkan Riff, was able to escort her to the Azores.

RFA Fort George was due back in Devonport as *Navy News* went to press.



The prize of fish

HMS COTTESMORE has won the Soberton Trophy for making the most effective contribution to Fishery Protection. Commanding Officer Cdr Peter Hudson is seen here putting one of the Navy's more functional trophies to good use.

For bravery in the air

DURING his inspection of HMS Gannet Flag Officer Naval Aviation Rear Admiral Terry Loughran presented Captain Steve Roberts, CAF with the Queen's Commendation for Bravery in the Air (see above).

Captain Roberts is currently on exchange with 819 Naval Air Squadron. As reported in our April edition, the award recognises his role as commander of a Sea King helicopter that carried out a hazardous rescue mission in the Scottish Highlands in August 1994.

At RNAS Yeovilton Admiral Loughran had earlier presented 800 NAS with the Australia Shield, awarded to the Front Line

Squadron achieving the highest degree of operational capability.

During the period covered by the award 800 Sqn was embarked in HMS Invincible for eight and a half months, most of that time spent on operations in the Adriatic.

This included participation in Operations Deny Flight and Deliberate Force and the NATO bombing over Bosnia.



• HMS Leeds Castle stands by as an RAF Sea King prepares to winch down vital spares to teenage lone yachtsman David Dicks.

Short order spares for a young lone yachtsman

WHEN TEENAGE yachtsman David Dicks' attempt to become the youngest person to sail around the world single handed was dogged by mechanical problems while rounding Cape Horn, the Navy came to the rescue.

CPO David Taylor of the Naval Engineering Unit on the Falkland Islands manufactured replacement parts for the 34 ft yacht Sea Flight's damaged mast and steering system in just eight hours.

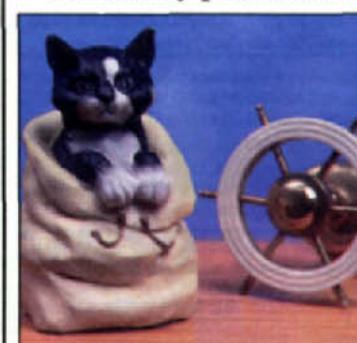
After a Sea King helicopter flew the parts out to him, it was found that a bolt for the mast would not fit, despite having been made exactly to specifications.

So it was taken on board the Type 23 frigate HMS Northumberland and machined to the correct size – and 17-year-old Dicks carried on to his next port of call, Bermuda.

• A plaque to commemorate the first landing to establish a British settlement in the Falklands by Commodore John Byron in HMS Dolphin in 1765 has been unveiled at Port Egmont, Saunders Island. Meanwhile a memorial service for Lt Nicholas Taylor of 800 Naval Air Squadron, the first Fleet Air Arm pilot to be killed in the 1982 conflict, was held by his grave at Goose Green, Governor Richard Ralph and Commander British Forces Commodore Alexander Backus attending.

'Simon of the Amethyst'

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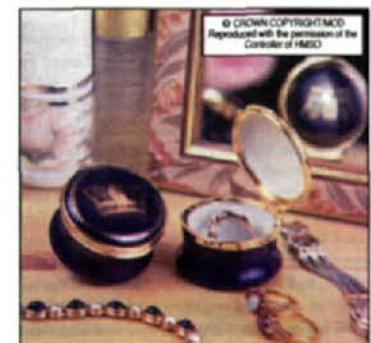
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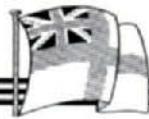
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Reunions

JUNE

Fleet Air Arm Field Gun Crew annual reunion will take place at the new track at RNAS Culdrose June 28-29. Further details from Jim Andrews on 01329 664007 or the Buffer of Air on 01326 557649.

JULY

Fast Minelayers Association SE branch will get together at the British Legion Club, Braganza St, Kennington, London, on July 1 at 1200. Enquiries to Ray Moore, 89 Watling Rd, Norwich NR7 9TG. Tel 01603 437652.

Foylewich: The 19th reunion will be held at Portland Heights Hotel and HMS Osprey, July 5-8. Contact D. Bishop, "Shefflings", Rackenford, Tiverton, Devon EX16 8DU (tel 01884 881209) for details.

HMS Glasgow Old Boys' Association will hold their 17th reunion in Portsmouth on July 6 and 7. All ex-crew welcome. Enquiries to S/M Alan Mercer, 85 Royal Ave, Widnes, Cheshire WA8 8HJ.

The Royal Navy Club of 1765 and 1785 (United 1889), a dining club for seaman commanders and above, which also gives financial help to the needy, will next meet on July 10 in the Great Hall, Lincoln's Inn. The evening will celebrate the Queen's Birthday and commemorate Operation Husky (the landings in Sicily in 1943), and the Duke of Edinburgh will preside. His guest will be Admiral of the Fleet the Lord Lewin.

Watts Naval Training School closed 50 years ago and to mark the anniversary a reunion is to be held at the site of the old school at North Elmham, Norfolk, on July 13 and 14. All old boys and their families are cordially invited. For full details contact Mr F.W.Hill on 01843 225157 or Barnardos Alter LS8 2ED (tel 0113 266 6418).

Writers of Anson Class Royal Arthur and 443 Class Ceres will hold a 50th anniversary reunion dinner at the Melhuish Arms, Corsham, on July 16. Contact Cliff Hayes on 01225 862444 for details.

AUGUST

Fighter Controllers: D School is to hold a reunion on August 3 to commemorate the demise of the D School Wren. It is open to all serving and retired Fighter Controllers, FRAUD pilots, simulator pilots, D School Wrens and others connected with the School of Fighter Control. Contact Lt Jim Kearney, RNSFC, RNAS Yeovilton, Ilchester, Somerset BA22 8HT. For more information 01935 455647.

Over to you

The bells, the bells. Mr M.T. Wood, 76 Haddon Drive, Woodley, Reading, Berks RG5 4LT is researching all aspects of RN ships' bells - numbers, removal for safekeeping in action, functions etc. All ships covered but particular interest in WWI and WWII destroyers.

403 Kings Squad RM, Plymouth Division 1941. If you served with the late Mrs Eric Cusworth are asked to contact his son, Mr R. Cusworth, 94 Lennox St, Port Ellen, Isle of Islay, Scotland PA42 7BW. Also anyone who knew him while serving in HM ships Ceres, Suffolk, Duke of York, Newfoundland and Venerable.

A torpedo coxswain's badge is all RN Light Coastal Forces veteran Tom Hill needs to com-

HMS Rotherham Captain (D) XI D.F. will hold their annual reunion August 31 - September 2 in Rotherham, Yorkshire. Contact Bob Sandford, 61 Tamarisk, Pandora Meadows, Kings Lynn, Norfolk PE30 3DZ.

HMS Pheasant. The first reunion will be held at Sinah Warren Holiday Camp, Hayling Island, Portsmouth, August 30 to September 2. Contact Mr Bernard Dowding, 1 Dymchurch Close, Claygate - Bark Side, Iford, Essex IG5 0LB Tel 0181 924 9158.

The Seaman Specialist Comrades Association inaugural meeting will be held at the Mountbatten Rooms, HMS Dolphin, August 31. A boat will be laid on from Old Portsmouth. Members will receive details by post. Specialists not on the mailing list but interested in joining the association should contact Snowy Clingham on 01329 317281 or Ralph McDonald on 01225 882046.

SEPTEMBER

HMS Kenya Association will hold a reunion in the first week of September. All interested are asked to contact the secretary, Mr W.J. Boardman, 35 Holmeleigh Rd, Childwall, Liverpool L25 2SA. Tel 0151 487 0093.

MTE Rosyth - Ex-apprentices of the Greenville Division 1941-45 are holding a reunion in Portsmouth September 3 to Sept 5. For further information contact Bert Maitte on 01384 395303.

473 Squad RM, Gregory's Greyhounds, plus 425, 313, 976, 546, 547, 555, 567 and 517: A reunion will be held at Deal September 6-8. For details contact Fred Waters, 29 Stanley Gardens, Herne Bay, Kent CT6 5SQ (tel 01227 372487) or Terry Easington, 17 West Park Close, Leeds LS8 2ED (tel 0113 266 6418).

Fleet Air Arm apprentices of Benbow Division 1941-44 are advised a reunion will take place in Sherborne/Yeovilton on September 6-8. Contact John (Chick) Fowler on 01784 258947.

HMS Whimbrel U29 1943-46 - looking for more crew. An association is being formed and two officers and 22 ratings are already in touch. The ship was with Capt Walker's second escort group, Russian convoy, D Day, British Pacific Fleet, Java. A reunion will be held September 6 to 9 at Warners Holiday Village, Sinah Warren, Hayling Island. For details, send a SAE to Mr George Fancett, 30 Parkfield Crescent, Feltham, Middlesex TW13 7LA. Tel 0181 751 3917.

HMS Tartar 1939-1940: A reunion is being held at Evesham on Sunday, September 8. Details from Ted Brown, tel 01793 535275.

HMS Rotherham Captain (D) XI D.F. will hold their annual reunion August 31 - September 2 in Rotherham, Yorkshire. Contact Bob Sandford, 61 Tamarisk, Pandora Meadows, Kings Lynn, Norfolk PE30 3DZ.

HMS Antrim Association The third reunion will be held September 20-22 at the Home Club, Portsmouth. For details, contact Terry Bellingham, 29 Devon Rd, Smethwick, Warley, West Midlands B67 5EL. Tel 0121 429 2428.

HMS Garlies K475. The fourth reunion is to be held at the Union Jack Club, London, on September 21. For details, contact Putty Read on 01344 55072.

HMS Duff 1943-45 - the third reunion is to be held at the Jarvis International Hotel, Solihull, on September 28. Details from N. Johns, The Old Chandlery, New Road, Bideford, Devon EX39 4LN. Tel 01271 860578.

The River Class Association reunion will take place on September 28 from 1200 at the RNA Club, Royal Leamington Spa - new members will be very welcome. Further details may be obtained from the secretary, Peter Horrell at Spriddlestone Lodge, Wembury Rd, Wembury, Plymouth PL9 0DQ. Tel 01752 243655.

HMS Survey Ships Association invites past and present members of the ship's companies of all RN survey vessels to join as full members. Associate and honorary membership is also available. The second AGM and reunion is to take place in Nottingham on October 26. For further information send stamped SAE to the Secretary, Survey Ships Assoc, The Elms Guest House, 48 Victoria Road South, Southsea, Hants PO5 2BT. Tel 01705 823924.

TS Mercury Old Boys Association will hold its AGM and annual reunion dinner at Chilworth Manor, near Southampton, on October 26. Further details from David Parsons, 2 Chapel Lane, Otterbourne, Winchester, Hants SO21 2HX. Tel 01703 254329.

OCTOBER

HMS Diana 1956-57 Association will hold a 40th anniversary reunion at the New Continental Hotel, Plymouth, October 4-6. New members very welcome. Details are available from Ken Perkins, 46 Courtland Crescent, Plympton, Plymouth PL7 4HL. Tel 01752 338602.

The Regulating Branch Association (93) will hold its AGM and reunion at 1900 on October 5 at the Victoria Club, HMS Nelson. Tickets (priced £7) are only available from Tony Hadley, 7 Delamere Rd, Southsea PO4 0JA. All regulators are welcome to attend.

HMS Ocean Association will hold a reunion at the Solent Hotel, Southsea, on October 12. Details from Mr D.J. Lord, 74 Montague Close, Walton-on-Thames, Surrey KT12 2NG. Tel 01932 241116.

North Russia Club: the 12th annual reunion will be held on October 19 at the

HMS Protector c. 1963 Photographs of Fred the penguin and others taken on board HMS Protector are required by Mr E.P. Agate, 256 Ditchling Rd, Brighton, East Sussex BN1 6JF, whose own pictures were stolen. Ex Std Agate nursed and cared for the penguins during the trip home. Also stolen were photographs of Goldie the eagle, escapee from London Zoo.

Bring Daedalus home? Members of the Fleet Air Arm Association want to know more about the status of Daedalus and Icarus, standing outside the old station church, opposite Lyster Barracks, at Halfar, Malta. Was it from the wardroom or Captain's office? What is its history? Is there a Maltese connection? Contact Mr Bill Rodgers, 195 Ridgeway Rd, Fishponds, Bristol BS16 3EH. Tel 0117 400296.

JSSC/NDC Latimer Former personnel/students of the Joint Services Staff College/National Defence College at Latimer, Bucks. Were your children educated at Cheltenham Primary School during your term at Latimer? The school is celebrating the 150th anniversary of its founding in July. Please contact the secretary for further details on 01923 262546.

Wolverhampton Wanderers FC have wind of a ship named or nicknamed Wolves, thought to have been operating during the Second World War. Any information would be gratefully received by Mr C. Hartill, 9 Cheltenham, Arthur St, Wolverhampton WV2 3EA. Tel 01902 337783.

HMS Cardigan Bay. Would any shipmate be kind enough to spare Mr Kenneth Lowe a photograph or two of the ship (1945-47). His wife was lost through an accident. Contact Ken at 132 Lundy Rd, Longton, Stoke-on-Trent, Staffs ST3 2EF. Tel 01782 326234.

Ginger Roberts (George Robertson) 1917-1982. Information is sought on the Whitley Bay-born boxer, who served in the Royal Navy during the Second World War, and was Navy welterweight champion in 1944. Mr David Anderson, 53 Colwell Bay Rd, Seaton Sluice, Whitehaven, Cumbria, NE26 4RG (0191 237 1462 tel and fax), is researching Ginger's wartime fights. He would be happy to take on some reciprocal research "up north".

Shark Anti Submarine Weapon: Mr R. Bond, ex-HMS Crane 1943-44, wishes to know more about this (experimental?) weapon, never used in anger by the Crane. A projectile of 6ft 6in with rear fins, painted yellow with red rings on the nose, the weapon had a separate propellant charge in a brass case. It was loaded and fired from HMS Crane's B gun deck, twin Mk 16 Star 4in gun. Was the weapon fitted to other vessels? Was it used? With what success? Write to Mr Bond at Alltweller, Aberbanc, Llandysul, Dyfed SA44 5NP.

Photographs of RN ships in harbour and personnel at Gibraltar WW1 and WW2 onwards are sought by Mr O. Bossino, c/o Bacchus Restaurant, John Mackintosh Square, Gibraltar. He would like to borrow and return same.

J350 1945-46 Italian coast. Information is sought by the brother of the late William (Ginger) Hewitt, who served on Mediterranean Convoys and as a marksman was called on to take rifle shots at mines. Mr Walter Hewitt, 5 Aberford Rd, Baguley Hall, Wythenshawe, Manchester M23 1JY, has six photographs of the minesweeper taken around Naples.

HM Submarines Telemachus (1949). Trump (1969). Andrew (when used in the film "On the Beach") and Thorough (when it rammed a ferry in Sydney Harbour in the mid-1950s) - Ex-WRAN Mrs Sue Hancock, of 37 Bedford Dve, Timperley, Altrincham, Cheshire, WA15 7XB (tel 0161 980 8815) is tracing personnel who served on these vessels. She is helping a retired Lt Cdr RAN, Dr White, who is writing a book on the history of the 4th Division S/M based in Sydney 1949-69.

Swallow Hotel, Northampton. For details contact Les Jones, Flat 16, Arcon House, Coppull, Chorley, Lancs PR7 5TY. Tel 01257 791632.

Div II Pay Office Staff, RNB Chatham (1947-1949) will hold a second reunion on October 22/23 in Portsmouth. Ex-RN, ex WRNS and partners are welcome. Contact Les Keen on 01279 771580 for latest details.

HMS Calder. The second reunion will be held in the Rose and Crown Hotel, Salisbury, on October 25/26. Contact Harold Fine on 0161 455 9400. Any information on the whereabouts of shipmates will be followed up.

14th Carrier Air Group, 804 and 812 Signs of HM ships Ocean and Glory 1948-1952. A reunion will be held on October 26 at the RNA Club, Leamington Spa, for all who served. Contact Ken Lambert, 17 Walgrave, Orton Malbourn, Peterborough PE2 5NR. Tel 01733 234655.

The River Class Association reunion will take place on September 28 from 1200 at the RNA Club, Royal Leamington Spa - new members will be very welcome. Further details may be obtained from the secretary, Peter Horrell at Spriddlestone Lodge, Wembury Rd, Wembury, Plymouth PL9 0DQ. Tel 01752 243655.

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OCTOBER

HMS Duchess, all commissions. Shipmates interested in a reunion in November at Blackpool who are not already in touch should contact Gordon Phipps, 3 Holt Well Close, Oxford OX2 8NW. Tel 01865 59935.

The Regulating Branch Association (93) will hold its AGM and reunion at 1900 on October 5 at the Victoria Club, HMS Nelson. Tickets (priced £7) are only available from Tony Hadley, 7 Delamere Rd, Southsea PO4 0JA. All regulators are welcome to attend.

HMS Constance 1945/51 is to hold a seventh reunion in London on November 8-10. For reunion and association details contact the president, Ernie Balderson at 43 Old Place, Sleaford, Lincs NG34 7HR. Tel 01529 431410.

The George Cross Island Association (West Branch) is holding a veterans' weekend of reunion and remembrance at Haven Holiday Village, Seaton, Devon, November 8-11. Allied ships associations and veterans are welcome. For details contact the PRO, Roy Maber, at 12 Fairfield, Martock, Somerset TA12 6DY. Tel 01935 822321.

NOVEMBER

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HMS Constance 1945/51

Royal Naval Association



PICTURE PUZZLE

WINNER of the *Navy News* Mystery Picture competition No. 15 which appeared in our May issue is Mr J. E. Ives of Carnock, Fife.

His entry was drawn at random from replies which identified the photograph of the frigate HMS *Rapid*. She was sunk as a target in 1981, and the damage shown in the photograph was caused by a ship-launched guided missile.

Mr Ives receives our cash prize of £25. A further prize is offered for a correct solution to this month's puzzle. Tell us:

1. The name of the ship pictured.

2. What made her the first of her kind in the British or dominion navies.

Complete the coupon below and send it to Mystery Picture, *Navy News*, HMS Nelson, Portsmouth PO1 3HH.

Coupons giving correct answers to the questions will go into a prize draw to establish a single winner. Closing date for entries is August 15.

More than one entry can be submitted.

MYSTERY PICTURE 17

Name.....

Address.....

The ship's name?.....

In what sense was she the first?.....

.....

The winner will be announced in our September edition. The competition is not open to *Navy News* employees or their families.

On target for a 50,000 membership

THE ROYAL Naval Association's aim of having 50,000 members on its books by the year 2000 is within sight, following an upbeat report to the RNA's annual conference in Portsmouth.

Presenting the annual report of the Association's National Council, its chairman, Shipmate Ron Tasker, said that membership during the year rose to 44,336, which brought the 50,000 target well within sight.

Five new branches had commissioned, bringing the total to 493, including 39 overseas.

Steady flow

The strengthening bonds between the RNA and the Royal Navy at branch and local level had led to a steady flow of full members joining the Association on leaving the Service.

Also, the RNA had enjoyed a high profile at national and local parades and ceremonies marking the anniversary of the end of World War II, and Shipmate Tasker paid tribute to the Association's standard bearers whose smart appear-

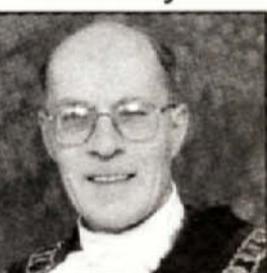
Conference told of RNA growth as 2000 nears

ance won high praise.

He thanked delegates for their support during the very busy and successful year, the climax of which was a gala reunion at the Royal Albert Hall in October, followed the next day by a parade and service of remembrance attended by 3,500 shipmates with more than 200 standards.

• *Navy News* went to press with the July edition on June 21, the day before the Conference began. A full report will appear in our next issue.

Shipmate the Mayor



SHIPMATE John Cowling of Corby branch, is the town's new mayor. John is also a member of Northants Submarine Old Comrades Association, and his inauguration was attended by the standard bearers of both the RNA and SOCA branches.

In Brief

MORE than 300 shipmates from Scottish branches attended the rededication of the City of Edinburgh standard, marching through the city to music by the Royal Marines Band Scotland.

TO MARK the retirement of the local Careers Officer, Shipmate Lt Bob Rigby RN, Carlisle branch presented gifts including a flagon of rum. The presentation was made by branch officers Shipmates Steve Rowley, John Winder and John Montgomery.

RECRUITS to City of Glasgow branch should contact the secretary, Shipmate Donald Simpson on 01360 622767, not the misprinted phone number which appeared in our June edition.

WHEN Shipmate Bill Miseldine of Ferndown branch took up residence at Oakdene Nursing Home he was befriended by Harold (Skip) Halfhead who acted as his mentor and guide. In gratitude the branch have made Skip an honorary member.

NORTHALLERTON branch is proud of their memorial seat in the peace garden of a local park. The seat, in memory of all members of the maritime forces who made the supreme sacrifice, was presented to the town by branch president, Shipmate Cdr Henry T. Blackston RNVR, who was in turn presented with a branch plaque.

KEITH (Robbie) Robinson, a former CCMEA(H) from Plymouth, wishes *Navy News* to assure friends and family that he is not the Keith (Robbie) Robinson for whom a memorial was erected by Brecon branch.

Medway honour for campaigner Arthur

Branch News



Shipmate Arthur Brown ... an Honorary Citizen.

Chingford and Waltham Forest

The branch marked its tenth anniversary with a parade and rededication of its standard. Under Shipmate CPOG Graham Wigley RNR, 18 standards from No. 1 Area were paraded to St Edmund's Church where the service was conducted by the Rev. Eric Ford and attended by the Mayor of Waltham Forest; Iain Duncan-Smith MP; and the Area president, Capt Paddy Vincent RN (retd) who took the salute.

At a reception, cheques were presented to Sea Cadet units and to The Royal British Legion.

Dartford

Branch chairman, Shipmate Ron

Hutt, stood down at the annual general meeting after 30 years in the office. He was replaced by Shipmate Ted Dickson with Shipmate Richard Dillon-White elected vice-chairman.

During the year the branch was represented at 34 events and paraded its standard 27 times. A concert by Royal Marines bands at the Orchard Theatre raised £4,000 for charity.

Deal & Walmer

The branch entertained Oldham shipmates to a memorable party, joined unexpectedly by a group from Margate branch who were heading home after a day's trip to France. Later, members enjoyed another fine day as guests of Lydd & Dungeness.

Paddock Wood

The branch standard was paraded in Belgium during a visit by members to Ostend, Zeebrugge and Bruges to commemorate the Zeebrugge raid in 1918.

Members meet at 7.30 on the second Monday of the month at Paddock Wood Club, Lucknow Road, Paddock Wood.

Double Seven break raises £1,500

A TOTAL of £1,500 for charity was raised during a weekend break at Hayling Island, Hampshire, organised by the Double Seven Committee.

The event was attended by more than 470, including four

residents and two escorts from Pembroke House, whose ambulance service benefited by £800 from the weekend.

The remainder of the money was donated to the Dunblane appeal fund.

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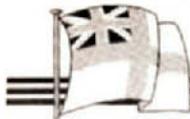
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NoticeBoard



Honours

THE FOLLOWING are recipients of awards in the Queen's Birthday Honours List:

KCB - Vice Admiral Jonathan James Tod.
CB - Rear Admiral John Patrick Clarke
LVO, MBE

CBE - Capt Peter Roland Davies MBE.
 RN, Commodore Alan Duncan Ferguson, Capt Richard Somerton Wraith.

OBE - Cdr Timothy Harold Boycott, Cdr Alan Kenneth Grant, Cdr Michael Ian Horrell, Cdr Charlotte Elizabeth Manley, Cdr Howard McFadyen, Cdr Richard John Thornton Paliester, Cdr William Ross Rennison.

MBE - Lt Cdr Richard John Charge, WO2 Frank Taylor Connell RM, WO(RS) Graham Barry Cudmore, Local Maj. Edward Grant Martin Davis RM, WO(MEA) Peter David Dismore, Lt Cdr Robin Edward Dredett, CCEWA Wm James Michael Egging, WO1 Colin Frederick Grice RM, WO(WEA) Peter Harris, WO1 John Martin Kimbrey RM, CCEWA Jeffery Paul Lloyd, WO(RS) David Neil Lovatt, Chaplain Brian Richard Madders, Lt Brian Henry Marsh, WO(WEA) Robert Arthur Henry Matthews, WO(CK) Peter McGarrett, Lt Cdr Ian McLaren, WO(MEA) Mervyn James Meekins, CPOMEM(R) Stephen Anthony Morris, Lt Neil Riches, Lt Harry Charles Roberts, WO(S)(SM) Michael Gerard Sullivan, WWTR1 Natalie Ruth Swan.

ARRC - Lt Robert Thomas Griffin QARNNS, ACPO ENN(G) Rosemary Louise Webb QARNNS.

LVO - Cdr Hugh Blyth Daglish, Cdr Jonathan Mortimer Collingwood Maughan.

RVMS - LS(M) Paul Andrew Hale, ACCMEA John Gordon Mace, Local Acting CPOCY Christopher Ian Plows.

Appointments

Rear Admiral Frederick Peter Scourse to be Director General Surface Ships and Acting Controller of the Navy in succession to Vice Admiral Sir Robert Walmsley who has retired, May 1.

Capt A. M. Poulter, to be Captain HMS Neptune, Oct. 2.

Lt Cdr M. R. Skeer, to be Commanding Officer HMS Orkney, Nov. 12.

Lt P. S. Beattie, to be Commanding Officer HMS Arun, Sept. 24.

Lt T. H. Henry, to be Commanding Officer HMS Trumpeter, Oct. 1.



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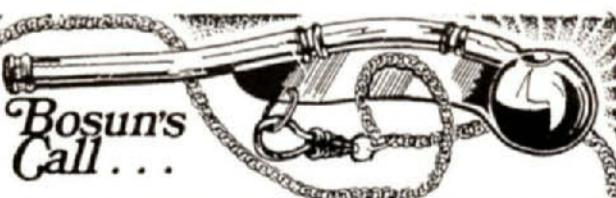
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QCB - Lt A. B. Murray RM, PORS(SM) M. A. Taylor.

OCVS - Capt I. A. Forbes CBE, RN, Col D. V. Nicholls RM, First Officer (S) D. Galenby RFA, Lt D. P. May RM, Lt I. Seabrook RN, CPOAEA(L) J. H. Drummond

(A/Lt Cdr), C.J. Lloyd (A/Lt Cdr), I.C. Coulton.

SPECIAL DUTIES

SEAMAN

To Commander - R.W. Easton, G. P. Bowen.

To Lieutenant-Commander - N.J. Cooper, L. Richmond (A/Lt Cdr), P.T. Hudson, D.J. Evans, G.K. Jackson, R.M. Saynor, L. Hutchinson, A. Thorburn, W.L. Van-den-Berg.

ENGINEERING

To Commander - C.C. Leggett, D. Reid MBE.

To Lieutenant-Commander - S.W. Grattan, J.J. Anderson, B.R. Evans (A/Lt Cdr), G.J. Goodings (A/Lt Cdr), T.I. Chamberlain, R.D. Ashton (A/Lt Cdr), H. Bracher, D.J. Rook (A/Lt Cdr), M.A. Langmead, M.R. Peacock, I.N. Swanney, M.J. Buxton, V.W. Dobbin, I.D. Wood, D. Galvin, S. Rodgers, J.A. Mockford, K.P. Cooper, W.C. Fraser.

SUPPLY & SECRETARIAT

To Commander - M.J. Anderson.

To Lieutenant-Commander - J.W.T. Bridgeman, K.M. Aitken, R.J. Ewen (A/Lt Cdr), D.F. McGarel.

MEDICAL

To Commander - M. Chandler (A/Lt Cdr).

To Lieutenant-Commander - A. Murphy

INSTRUCTOR

To Commander - I.A. Yull.

To Lieutenant-Commander - S.W. Hartley, S.A.B. Marston, J.P.E. Dickson, P.M.C. O'Brien, G. Ashton Jones, T.P. Reynolds, J.E.H. Tooley, R. Clarke.

FEMALE NON-SPECIALISTS

To Commander - M.E.J. Hoath.

To Lieutenant-Commander - P.A. Burgoin, J.B.D. Whetton, I.M. Markowski.

ROYAL MARINES

To Captain SD - R.T. Cooper (Act. Capt. RM), J.J. White, J.C. Woods, S.T. Anderson, P.R. Collins, D.A. Greedus, A.M. Maher (Act. Capt. RM), P.W. Thomas.

To Captain SD(B) - P.J. Rutherford.

Hannibal (Lindisfarne), S.V. Lumley (Roalant Portugal), T.P.R. Gray (FOSM Northwood OPS).

SUPPLY AND SECRETARIAT

To CPOSTD - K.R. Deacon (Endurance).

SUBMARINE SERVICE

To CPOSA - N.R.H. Smith (Raleigh).

To CPO(TSSM) - P.A. Cottont (CSST Shore Faslane).

MEDICAL

To CPOMA - G. John (UKS AF South), A. Foster (Neptune), A.M. Shenton (Britannia), K.O. Lawson (DEF Med Trg Ctr), D. Scarborough (FOST Sea), J.D. Dumbreck (Camachico GP RM).

CPOWDH - Y. Evans (RMB Stonehouse).

FLEET AIR ARM

To CPOA(AH) - P. Sharkey (RNAS Culdrose).

To CPOA(PHOT) - P. Cowpe (FOSF Phot Unit).

To CPOACMN - J. Lee (RNU St. Mawgyn Sea), A. Gardiner (846 Sqn).

To CPOAEM(M) - P.W. Axcell (DGA(N) MASU), G.M. Heath (800 Sqn).

To CPOAEM(R) - M.E. Wilde (Seahawk).

To CPOEM(R) - I.M. Hobbs (Invincible), J.H. Wood (845 Sqn), G.E. Pamflett (814 Sqn), R. Spokes (RNAS Yeovilton), K.S. Firth (702 Sqn Osprey).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by Commodore Naval Drafting in June for the following ratings to be advanced to Acting Charge Chief Artificer:

To ACCMEA - G.A. Rawlings (Exchange Netherlands), R.A. West (Sultan), T. Merrick

To CPOAEM - M.J. Carter (Triumph), T.S. Clay (Newcastle), M.A. Liddle (York), M.J. Purchase (Sultan), S.C. Southwood (Vanguard Port), M.N. Ward (Captain SM2), I.S. Thompson (FSU 02).

To CPOAEM - M.J. Carter (Triumph), T.S. Clay (Newcastle), M.A. Liddle (York), M.J. Purchase (Sultan), S.C. Southwood (Vanguard Port), M.N. Ward (Captain SM2).

To ACPOAEM - A.D. Harrison (849 Sqn B).

To ACPOWE - N.J. Carter (Westminster), S.S. Cheeeman (Talent), R.E.F. Miller (Westminster), M.A. Traynor (Victorous Sqn).

To CPOWEA - J.F. Hughes (Liverpool), M.R. McKenzie (Illustrous), I. Sheppard (Iron Duke), A.J. Stirling (DG Ships CAM Hse).

To CPOMT - T.M. Jones (RN Haslar).

Capt Mike Harvey, served 1927-55. First Lieutenant of HM submarine Undine, sunk off Heligoland, 1940. As POW in Colditz acted as 'ghost' by hiding in Castle to make Germans think he had escaped and then after a genuine escape appearing at roll call to make numbers up, delaying German alert. Ships: St Austell Bay, 1948 (CO), HMS Blackcap, 1955 (CO), May 17, aged 82.

Cdr Peter Player DSC, Engineer Officer and survivor HM submarine Cachalot. Ships: Montclare, Hornet, Gosport, Afrideran. Aged 83.

Lord Cameron KT, DSC, QC, Senator of College of Justice in Scotland and Lord of Sessions. Served in RNVR in WW I & II. Mentioned in Despatches as CO of one of last craft to escape from Dunkirk. DSC for gallantry as lieutenant-commander in Normandy landings. May 31, aged 96.

Lt Cdr Geoffrey Hodges GM, VRD, RNVR, member of WWII Rendferry Mines Sweeper organisation (known as the Vernon Suicide Squad) based at HMS Vernon. Survivor, HMS Abdiel (1943); on D-day staff as mining expert; served in HMS Apollo in Arctic. Aged 87.

Lt Cdr G. C. J. (Knocker) Knight MBE, DFC, first senior pilot of 848 NAS, the Navy's first operational helicopter squadron (1953). Served in WW II and until 1959. Ships and squadrons: Perseus, Theseus, Bulwark, 717, 812, 705, 728C. Member of Association of RN Officers. Aged 74.

Jon Pertwee, served WWII. Actor whose starring roles included Chief Petty Officer Pertwee in BBC Radio's long running comedy 'The Navy Lark'. Ships included Hood, Troutbridge. May 20, aged 76.

Alan Weeks, ex-lieutenant, served 1931-46. Sports commentator for BBC TV from 1951. Ships: Renown, Rotherham, Helmsdale. June 11, aged 72.

Jack Cotterell, ex-LS St Mech, Jutland veteran. June 11, aged 100.

Lt Cdr Geoffrey S. Brown, founder member of Wartime Royal Yacht Association, member of Portsmouth Retired Officers' Association.

E. Barnard, ex-Stoker, served 1939-45 on HM trawlers, including Professor. Member of London branch of RNPSA.

Eric Utting, Ships: Glasgow, Brigbury Bay. Member of Glasgow Old Boys Association. May 8, aged 66.

Albert James Blatch DSM, MID, served 1932 through WWII. Gained DSM as LS in HMS Icarus for skill and courage in submarine hunt.

Ronald Alfred Worth, Bourne. May 22, aged 75.

Cyril (Dingle) Girling, Stone & District founder member, life member and treasurer. May 27, aged 88.

ASSOCIATION OF RN OFFICERS

Lt Cdr R. W. Aldred, Ships: Boy, Barham, Ajax, Grahamsland, Cleveland, Mauntius, Indefatigable, Seafox.

POST W. A. Alderson, POs Mess, HMS Invincible, BFPO 308, will swap for any Portsmouth ship, preferably not deploying.

MEM(M) Clarke, HMS Herald, BFPO 296, deploying Jan. Will consider any swap, deploying or not, but preferably Devonport Type 23.

MEM(M) Mugford, HMS Herald BFPO 296, deploying Jan. Will consider any swap, deploying or not.

MEM(M) Weeks, 3N Mess, HMS Glasgow, BFPO 287, drafted RNAS Portland, Aug. 20. Will swap for any Plymouth shore base.

SA Penny, Stores Office, HMS Invincible, BFPO 308, drafted RNAS Portland, Sept. 9. Will swap for any Portsmouth draft.

STD O'Brien, 5EP Mess, HMS Invincible, BFPO 308, ext 450. Will swap for any shore base in London. Portsmouth, Plymouth area or Portsmouth-Plymouth ship not deploying.

CMEM(M) Arnold, HMS Warrior ext 38367 or SRs Mess, drafted HMS Fearless, Dec. 9, deploying next year. Will swap for any Portsmouth ship not deploying.

STD J. R. Kelley, 3E Mess, HMS Edinburgh, BFPO 277, will swap for any ship deploying after Sept.

POWEA(O) R. J. Crane (air weapons), POs Mess, HMS Edinburgh, BFPO 277 (2019-20). Will swap for any non-deploying or short deployment ship.

LMEM(M) Holgate, LMEMQ 19, HMS Sultan, drafted HMS Illustrious, Jan. Will swap for any Portsmouth ship not deploying.

MAQ Muir, A3 Ward, Royal Hospital Haslar, ext 2146, will swap for any sickbay in Portsmouth area.

MEM(M) Rae (Scale B), HMS Illustrious, BFPO 305, deploying next year. Will swap for any non-deploying Portsmouth ship.

SA Brown, 3Q Mess, HMS Brave, BFPO 233, drafted RNAS Portland, Aug. 20. Will swap for any Plymouth shore base.

OM(EW)1 Timberlake, (contact via Lt Lynch), HMS Dryad ext. 4513, drafted HMS Nottingham, June. Will swap for any Far East deployment unit.

MEM(M) C. S. Weeks, 3N Mess, HMS Glasgow, BFPO 287, drafted HMS Illustrious, Oct. Will swap for any non-deploying Portsmouth ship.

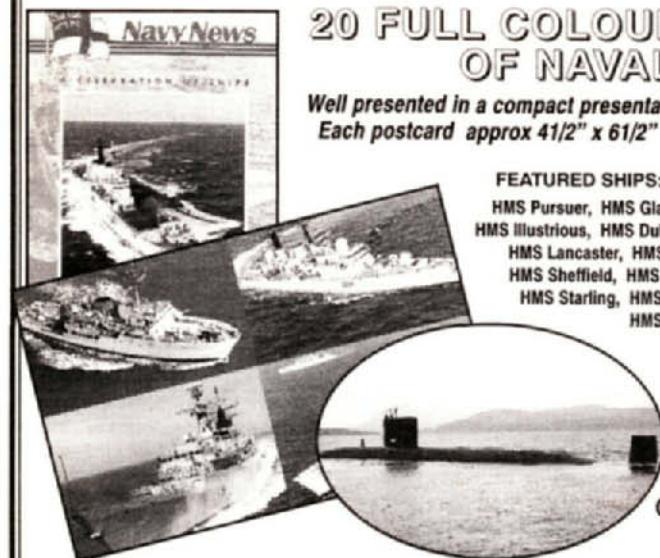
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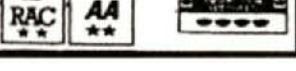
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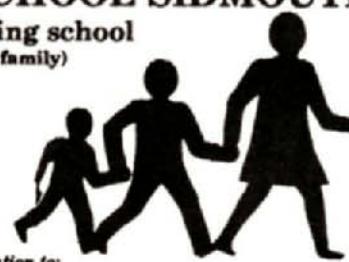
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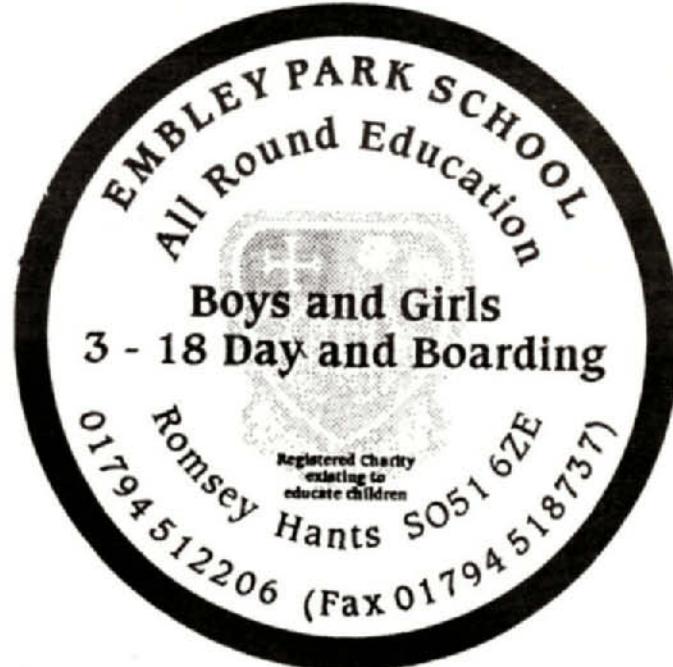
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Ian Mittell concluded, "There are plenty of opportunities in teaching Design and Technology for suitably motivated people. Our graduates are sought by secondary schools both locally and nationally. Most receive offers of employment even before completing their studies."

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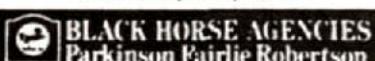


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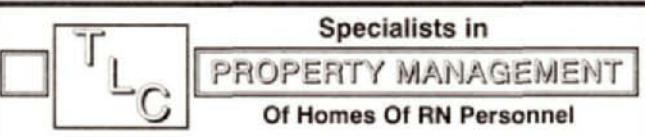
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Sport



Cricket healthy despite dozen missing caps

THE ROYAL Navy cricket team skippered by CPO Paul Barsby from (Sultan) achieved several victories last month despite the unavailability of a dozen capped players, writes *Lt Cdr Jim Danks*.

The team prevailed over the powerful MCC Young Cricketers, the English Fire Service and Incogniti as well as earning the better of a draw with Oxford University.

The Free Foresters dismissed the Navy for 71 in the first match of the season, winning by eight wickets after some excellent bowling by Trigger who took 7-25 in 12 overs, but the Navy team bounced in their next match.

Incogniti were the next visitors to Portsmouth and the Navy won by 4 wickets in the 8th over of the last 20 making 272 for 6.

Century

The highlight of the RN's performance was an excellent partnership of 172 between CPO Barsby and Mne Andy Proctor who was caught for a superb 126, reaching 50 from 37 balls and his century from 67 balls in 81 minutes.

Barsby was 58 not out and was well supported by Lt Chris Slocombe (848 NAS) in an unbroken stand of 48.

Incogniti 146 and 170-6 dec. Royal Navy 46-0 dec and 272 for 6.

The Navy raised their performance when visiting Vine Lane Uxbridge to achieve a rare victory over the MCCYC.

A brilliant display in the field reduced the MCCYC to a lunchtime score of 122 for 7 which included three run outs in 40 overs.

Navy team are top side down under

CROSS Country runners representing the Royal Navy in a tour of New Zealand had a comfortable win in the NZ Air Force Trial, dominating the field with six in the first eight runners at Whenuapai.

LCpl Gary Gerrard and Mne Mark Croasdale broke away early on, leaving Lt Cdr Dai Roberts an isolated third ahead of the first NZAF runner.

The team are taking on the Takapuna Harriers next before moving South for the Interservices championships.

Meanwhile, Mne Croasdale took time out from the tour to win the Papakura half marathon in Auckland.

and an all out score of 135.

Cpl Andy Hurry (CTCRM) returning to the Navy team was the pick of the bowlers with 3 for 30 from 11 overs.

Mid Peter Andrews (BRNC) with 71 not out saw the Navy to a convincing 7 wicket win in the 38th over with good support from POWTR Kevin Norwood (St Vincent) 24 in an opening stand of 52 and Paul Barsby 21 in an unbeaten stand of 58 for the third wicket giving the Navy an eight wicket victory.

MCCYC 139. Royal Navy 142 for 2.

At Oxford, the RN nearly pulled off a thrilling victory when after declaring on 230 for 8 they had the University reeling at 174 for 8 when stumps were drawn.

The Navy were well placed at 170 for 3 with Lt Alistair Falconer (819 NAS) making 65 and AEM Darren Harrison (845 NAS) 43. The Navy lost wickets as they tried to accelerate and declared 230 for 8 in 56 overs.

Oxford started well to reach 138 for 3 in 35 overs before the Navy made inroads to lower order batsmen. Hurry and Proctor shared the brunt of the attack. Hurry 4-26, and Brendan Regan 2-35 caused problems but the 9th wicket pair held on to deny the Navy a rare victory in the Parks.

Royal Navy 230-8 dec. Oxford University 174-8. Match drawn

Batting first against the Fire Service, the Navy recovered from 88 for 4 to reach 211 from 8 at the end of 55 overs, a target which owed much to a stand of 72 between CPO Stuart Adams (HMS Resolution) 41 and Cpl Hurry 40.

The Fire Service replied with 62 for 2 in the first 25 overs but the tea interval proved to be a tonic for Navy bowlers as they claimed 8 wickets for 53 runs, bowling the Fire Service out for 115 and a surprise 96-runs victory.

Debut

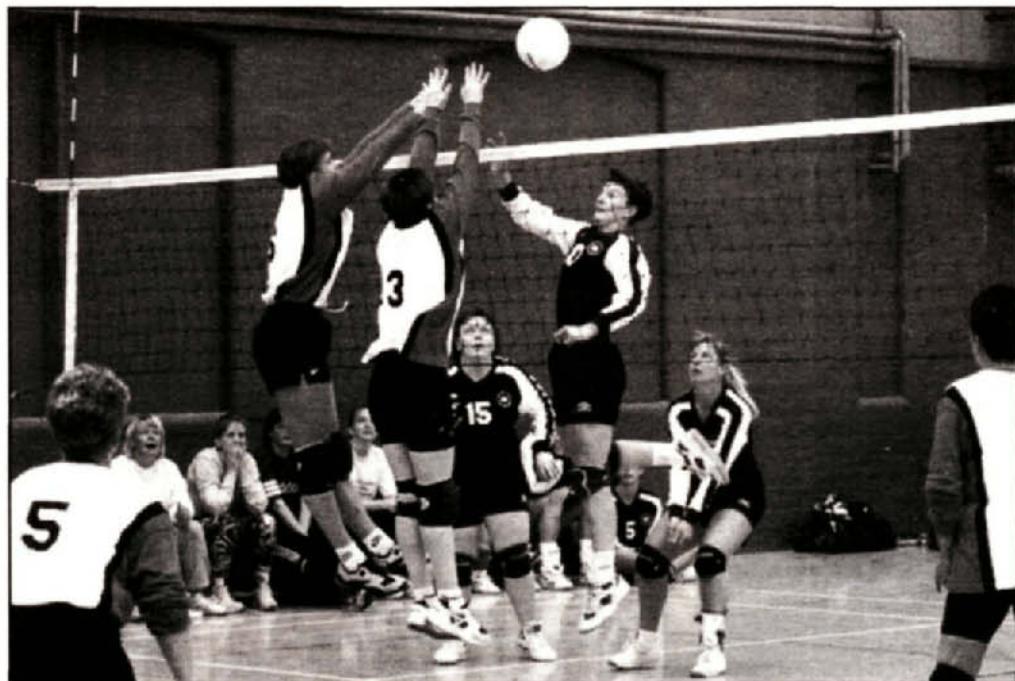
Mne Proctor took 3-23, Simon Morris 3-29 and LRO Brendan Regan (HMS Dolphin) 2-20, AB Steve Miles (HMS Raleigh) in his first appearance bowled 7 overs for just 8 runs.

Royal Navy 211-8. Fire Service 115.

In the first fixture between the RN and Midland CCC at Solihull the home side batted steadily to reach 151 all out in 50 overs and Andy Hurry bowled an excellent 5-25 in 10 overs.

The RN never recovered from losing half their side for 18 before a dogged innings by Ck Mark Toogood (HMS Osprey) who batted for 100 minutes and 28 by Paul Barsby with an unbeaten stand of 33 between Lt Morris (COMDEV) and CPO Neil Mc Master (HMS Sultan) taking the RN to 120-9 to leave the Midlands CCC winners by 31 runs.

Midlands CCC 151 Royal Navy 120.



The RN Women's Volleyball team in action with POWren Anne Richardson (left) Wren Jill Balloch (centre) and team captain CWren Julie Frowen.

Picture: FOSF Photographic Unit

Volleyball stars shine brightest

THE RN Women's Volleyball team topped a highly successful year with a convincing victory in the Interservices Championships at the Army School of Physical Training at Aldershot.

After just two seasons in the national league the team have won 22 of their 24 matches winning promotion to National League Division Two, and they were on top form for the Interservices.

The first match against the RAF was as much a battle of nerves as volleyball skill with the Navy taking the first two sets and looking ready for a three set victory.

But the RAF clinched the third set and played strongly in the fourth. The Navy pulled back and won the last set to the delight of a large crowd including the Army team who cheered the RN on.

The Navy's match against the new Army team, playing together for the first time in such a competition, produced some good volleyball but was a much easier game with an RN victory in three sets.

Neptune retains canoe polo title

HMS NEPTUNE squeezed out the Royal Marines to retain the RN Canoe Polo title at the RN Championship held in HMS Raleigh.

In a spectacular and very open final both sides played a fast, controlled game. Neptune quickly opened up a two-goal advantage which the Marines tried valiantly to overturn. But Neptune replied with well taken chances and the Marines were unable to catch up, with the final score at 8-4.

Plymouth and Portsmouth battled it out for 3rd and 4th. Plymouth gave their all but in a game dominated by the play of LAEM Gusterton Portsmouth Command forced the errors and went on to win 2-0.

Special mention goes to the teams from Plymouth, HMS Seahawk and Southampton URNU and the RN Ladies Squad who made a substantial impact to their first ever competition, helping to make it a very close run event.

All four won...

THE RN FENCING championships at RM Poole were dominated by four competitors who were all on top form.

In the men's competition, the limelight was stolen by Lt Adrian Olliver, who after years of coming second, had a well-deserved victory in the foil, and also managed to snatch the Dismounted Champion at Arms title from AEM Mark Needham, who won both Sabre and Epee.

Lt Cdr Maggie Myers RNR won both the foil and the Epee competitions as usual, but faced a very close barrage from CWren Claire Saunders.

Wilkinson Sword

Lt Katja Samuel achieved her potential with an easy victory with in the Sabre and she also won the Ladies Dismounted Champion at Arms. Lt Samuel and Lt Olliver will compete against the other Services in the Wilkinson Sword competition at the Royal Tournament.

The Intercommand title was won by Plymouth, favourites with both Adrian Olliver and Maggie Myers on the team.

In brief

Williams is fastest off the blocks

NAVY sprinter PO Rupert Williams dominated the 100m and 200m events at the RN Athletics team's Southern League fixture at Basildon.

During the cold and windy meeting he took maximum points in two close races and will be hard to beat in the Navy Championships.

Pole vault

Other notable performances came from Eamon Martin and John Potts in the 1500m and from the team's two pole vaulters, with Dave Alcock making 3m and Dave Bonsall clearing 2.4m to finish second in the A and B strings respectively.

Mountain bike date

MOUNTAIN bikers are invited to take part in the Portsmouth Command Championships at Longmore Army Camp near Petersfield on July 28.

Competitors will tackle a seven-mile circuit over heath and woodland at Weavers Down with sport and master categories completing three laps and novices and females two.

Inspection

The course will be open for inspection from 1200 to 1600 on Saturday July 27 and race registration starts at 0800 on July 28.

The entry fees of between £4 and £7.50 also provides insurance and prizes. For details and an application form, contact Lt Gavin Edward, RN&RMCA General Secretary, The Wardroom, HMS Collingwood, Newgate Lane, Fareham PO14 1AS. Telephone 93825 2206 (MOD) or 01329 555155.

Earl's XI win on final ball

THE COMBINED Services Cricket match against the Earl of Arundel's XI provided some exhilarating cricket for a large crowd of spectators.

CS got off to a good start with the new team captain Mark Bray completing an innings of 64, and after a frustrating middle order David Matthews and Andy Spiller steadied the ship and declared at 231 for nine.

The Earl's XI looked comfortable at 163 for one with Richard Greatorex wreaking havoc with 102 from 67 balls, but after some extremely good bowling by CS the Earl's XI were 228 for eight.

Making ground

With three balls left and four runs needed to win the onus was on Maj Gen Jack Deverell, President of Army cricket.

The final delivery skied massively towards long on and produced a cry of "three off this!" Throws to both ends were not good enough to prevent the General making his ground and the Earl's XI sealed victory off the last ball of the match.

HOPING to add to their earlier success against Cornwall, the Navy golf team found a young but extremely talented North Yorkshire team too strong for them in their annual encounter played over the May bank holiday weekend, writes *Cdr Gary Skins*.

The match was played at Headingley course in Leeds, which although not excessively long, was particularly strenuous and presented a number of problems in the subtlety of its design and the many side hill lies.

The match provided debut opportunities for CPO Phil Rees (HMS Birmingham) and Lt Peter Smith (DRA Malvern.) Although the latter had participated in the recent overseas US tour to the USA, this was the first home soil appearance.

The morning foursomes produced some closely fought matches with the partnerships of Rees and Lt Cdr Pat Lynch

(FONA) and POPT Bill Stretton (RNAS Yeovilton) with CPO Adam Wheeler (SDG Plymouth) taking their opponents virtually the full 18 holes. However, the only pre-lunch win came from current Navy champion Art App Terry Taylor (HMS Sultan) and his veteran partner CPO Eddie Comerford (HMS Caledonia.)

Eager opponents

With the rain starting to fall heavily and a mountain to climb in the afternoon singles, the Navy team suffered badly at the hands of their eager young opponents. Smith managed a fighting halved match, but team captain Lt Cdr Ian Yuill (DCIS(N)) was the only winner.

It was a disappointing result overall but the team, in particular the newcomers, learned what a large step it is between club golf and play at this level.

Once again the Navy was made to feel very welcome in this most hospitable of counties and the club were very accommodating hosts.

The disappointments continued the following weekend when a team of four competed in the prestigious Graham Butler Trophy at Ferndown. Regrettably neither pairing of Stretton/CPO Taff James, NAS Portland, nor Taylor/Lt Steve Roberts, NAS Yeovilton, played to anything like their capabilities and the team languished near the bottom of the order.

Participation in the equivalent event next year will depend on other invitees declining.

At the time of writing, only one week remains before the Navy Strokeplay Championships at Letham Grange, Arbroath and with only one or two exceptions most contenders will be available to challenge Terry Taylor for his title. A full report is planned for the August's *Navy News*.

TOURNAMENT

96

Navy News



8-page Royal Tournament supplement
on the big show's Naval leaders

Enduring popularity of the field gun run

THE POPULARITY of the awe-inspiring Field Gun Competition may be judged by the fact that it is one of the most enduring displays in the history of the Royal Tournament. Many times during the past 300 years Naval guns have been landed in support of the Army – and the 12-pounder field guns used in the Royal Tournament race were carried by all Britain's major warships until the late 1920s.

The News
wish
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*Best wishes to the
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BRITANNIA RULES IN THE ARENA

THIS YEAR'S Royal Tournament at Earls Court is an extra special occasion for the Royal Navy and Royal Marines, as they take the lead with the 1996 Tournament theme of Rule Britannia.

Although the roots of today's show reach back to 1880, when the Grand Military Tournament and Assault at Arms opened at the Agricultural Hall, Islington, only the Army were involved during the first 17 years of the event.

The first true display – a musical ride by the 1st Life Guards – was introduced into the 1882 event, and two years later Queen Victoria became patron and gave permission for the Royal prefix to be added to the title.

Navy's debut

The Royal Navy first took part in 1897, though it was not until 1905 that the show was retitled the Royal Naval and Military Tournament, moving from its Islington venue to Olympia the following year.

No shows were held during World War I, but the tournament was revived in 1919 and included the new, third Armed Force, the RAF. The event adopted its present title the following year.

Another break in performances was

enforced in 1940-46, but when the shows began again there was redoubled public interest and a demand for seats which far exceeded the capacity of Olympia. As a result, in 1950, the Tournament moved for the second time in its history – to its present venue.

Today – with almost 100 years of Navy involvement behind it – the Royal Tournament raises money for charity by providing good family entertainment and at the same time a display of the pageantry, skill and courage of the Armed Forces.

The Tournament opening this year will be "From the Sea" followed by the musical spectacle of the massed bands of the Royal Marines.

Later, ambitious special effects will suspend belief as they take the spectators "under water" to a 300ft long representation of a submarine extending from the backcloth while Royal Marines Commandos in Rigid Raiders prepare to mount a cliff assault.

Other tough, disciplined young men from Portsmouth, Devonport and the Fleet Air Arm will perform one of the Tournament's most abiding events – the Field Gun Run, while a less regular display at Earls Court is provided by the RN Window Ladder team, inviting audience participation in an aerobics session.

The display team and all the Marines will join together to present the finale, final sunset and salute from the past.



'Pompey Boys' have a sense of purpose

THE SENSE of purpose and camaraderie of the "Pompey Boys" will take them a long way. This year's administration is hallmarked by relaxed professionalism – Lt Mike Young's experience with the Royal Marines has prepared him well for the forthright, action centred environment of the Field Gun.

First Trainer this year is Warrant Officer Dennis Moffat – a veteran of four silver medal winning Portsmouth crews. A consummate professional, he is more than willing to demonstrate any position or piece of drill.

Like WO Moffat, the Second Trainer, Petty Officer PT Tom Dooley, was also a member of Portsmouth's 1984 crew, holders of the run record of 2 minutes 40.6 seconds.

Other members of the team are POPT Wayne Okell, responsible for fitness and morale, and team captain, POPT Dai Whitehead.

The crew's performance at rehearsals has been good and they have a strong will to win.



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for the 1996
Royal Tournament Competition*



Talented new blood in west

DEVONPORT crew got off to a good start this year by recruiting quality men from their winning crews of 1993 and 1994, as well as some talented new blood.

A Field Gun Crew commissioning ceremony – unique to

Devonport – was held at HMS Drake on May 2.

It took the form of a parade, at which the salute was taken by the Lord Mayor, and a service at St Nicholas Church.

On the following Bank Holiday Monday the gunners

were out on the track for the first time and have continued training well, with high morale and good prospects.

Earlier, staff and crew undertook an eight-mile charity run with the field gun and limber, culminating with a "jog past"

through Plymouth city centre where the salute was taken by the Deputy Lord Mayor and Devonport Naval Base Commander, Commodore Jonathan Burch.

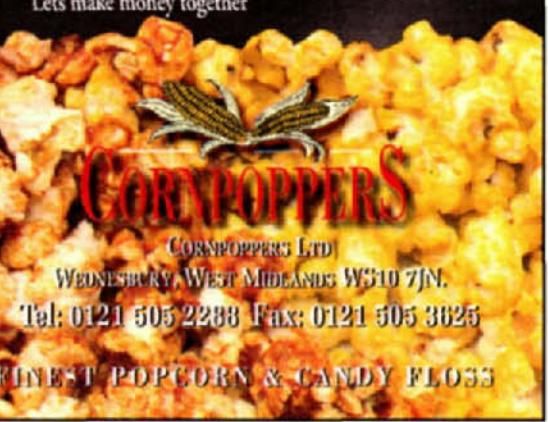
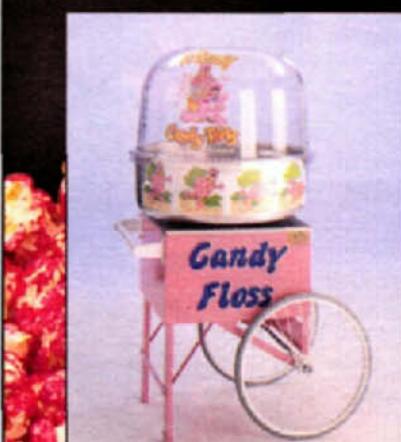
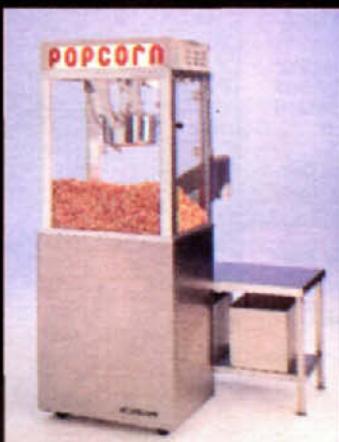
As a result of the run Trenwreath School, Plymouth, for children suffering from cerebral palsy, benefited by £2,360 – most of it from sponsorship money and £860 donated by passers-by.

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Lets make money together



The ground moved for this crew . . .

IN OCTOBER 48 years of Fleet Air Arm field gun activity came to an end at Lee-on-Solent, Hampshire, when the FAA gunners moved out due to the closure of HMS Daedalus.

But the gunners were so devoted to their hallowed track that they dug it up and took the whole lot with them – relaying it 250 miles away at their new home at RN air station Culdrose in

Cornwall. With that and other movement of essentials, as well as preparation of the new quarters, the gunners' "closed season" has actually been very busy.

What has not changed is the determination of this year's Field Gun staff to ensure that in the crew's first year in Cornwall the success the FAA have enjoyed in recent years will continue, and that they will retain the trophies they hold.

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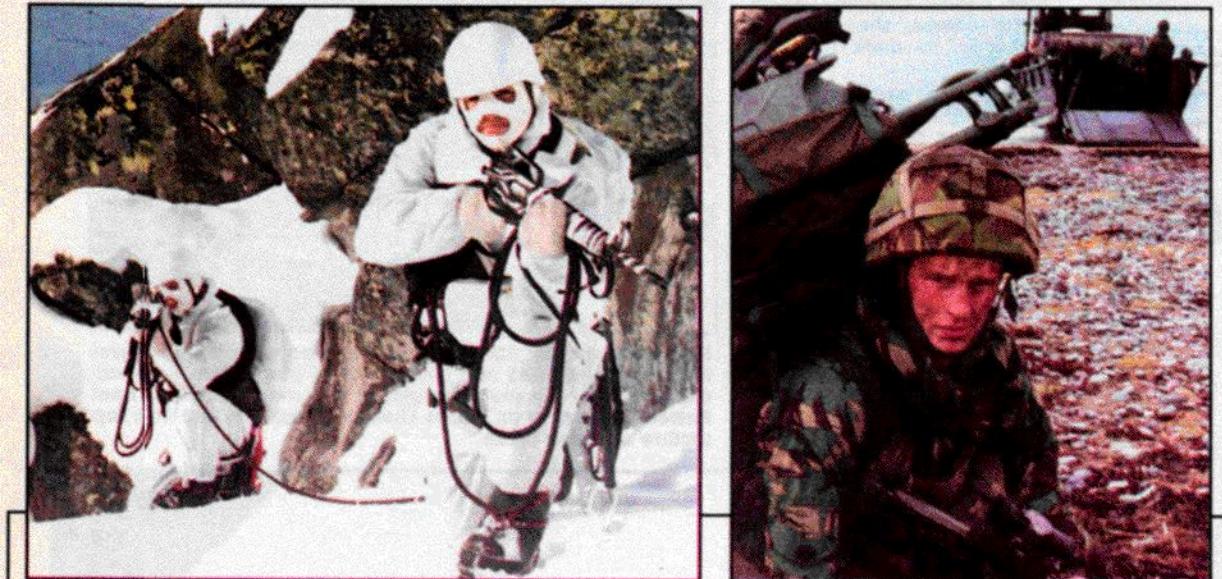
sword



Left: A painting of Royal Marines in a ship's gar. Nearly 350 members of the Corps were killed in the Battle of the Falklands in 1914. Right: Royal Marines officers and



Right: Royal Marines officers and



Cpl Tom Hunter, the eighth Marine to receive the Victoria Cross. He was awarded the medal posthumously after saving his Commando Troop under fire from the Germans near Lake Comacchio, Italy in April 1945.



In modern war



Putting on a brave smile, a Marine surveys the damage to one of the vessels which took part in the Zeebrugge raid in 1918. Two VCs were awarded by ballot to members of the Corps who had fought there.



A landing craft sinking after being hit during the Allied landings at Walcheren late in 1944. Marines suffered heavy casualties in the operation against the strongly held German positions covering the Scheldt Estuary.



Royal Marines march into Stanley to end the Falklands War. In this case they are members of the company who at the beginning of the campaign had attempted to hold the capital against the invading Argentinians.

Unique skills of the Corps' music makers

MUSIC has been an important part of life at sea for hundreds of years – drums to beat to quarters, fiddlers to accompany the arduous task of capstan hauling, and to entertain during precious hours of relaxation.

The Royal Marines have had bands since the birth of the Corps in 1664, while the famous divisional bands of Portsmouth, Plymouth and Chatham could trace their

histories back to the 18th century. But it was not until 1950 – when the divisional bands amalgamated with the Royal Naval Band Service – that today's Royal Marines Band Service emerged.

Marines musicians are unique in the British Armed Forces by having to master a string and a wind instrument so that the bands are capable of performing as full concert orchestras.

The roots of the bands' achievements lie in the meticulous training that musicians

and buglers receive at the Royal Marines School of Music – which started life as the RN School of Music in 1903.

In 1930 the School moved to Deal where, barring a period of evacuation to Scarborough during World War II, it remained until this year.

Portsmouth move

Rationalisation of Defence bases brought the School to HMS Nelson in Portsmouth. There, the skills of young musicians continue to be tempered and honed to the sharpest edge before they take their place in one of the five Royal Marines

bands, returning to the school for courses which qualify them for higher rank.

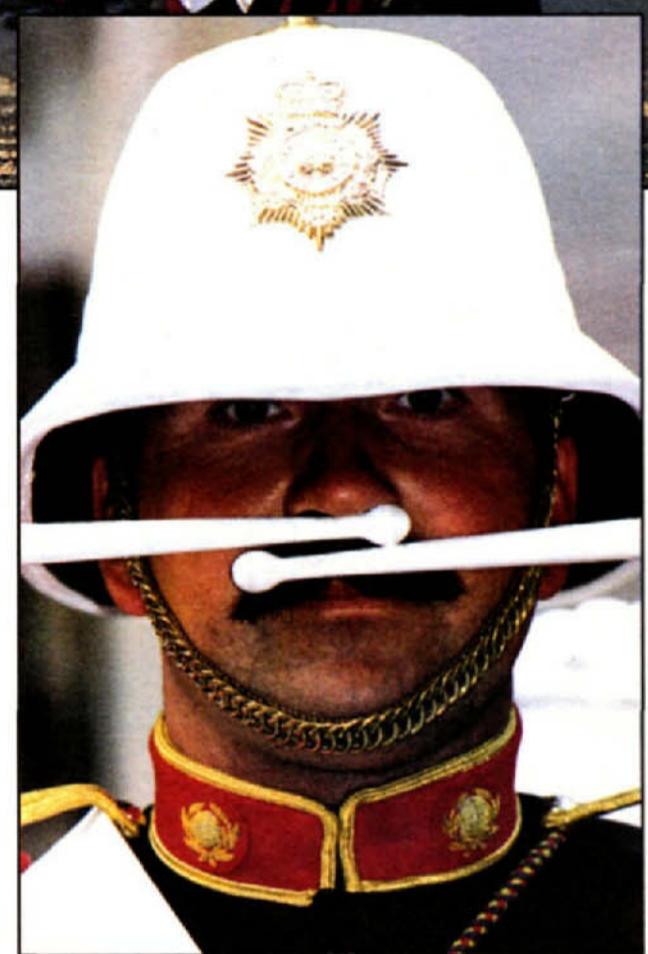
Musicians and buglers are also trained for another role in time of war – as medical orderlies. In World War II, for instance, the Band Service suffered a greater proportion of casualties than any other arm of the Corps, losing 225 killed.

Highlights for the bands this year have included the annual Mountbatten Festival of Music, and in June a rare Beat Retreat ceremony performed on Horse Guards Parade by the massed bands in the presence of the Queen and the Captain General of the Corps, the Duke of Edinburgh, to mark his 75th birthday.

Tours abroad

As well as performing many concerts at home, bands have also visited – or are due to visit – Toronto, Hong Kong, Sweden, Norway, Gibraltar and Turkey.

In the Royal Tournament, the bands, 200 strong, perform under their Principal Director of Music, Lt Col Richard Waterer. The musicians are drawn from Royal Marines bands of Plymouth, Portsmouth, Scotland and the Commando Training Centre, Lympstone.



Facing the music: Above, Sgt Chris Rees of Britannia Royal Naval College Band and below, one of the 16 female musicians who for the first time played in a massed bands Beat Retreat ceremony on Horse Guards in June, where the top picture was also taken.

Good Luck FAA

Take flight on the night!!



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RAIDERS FROM THE DEPTHS

SEABORNE ASSAULT has been a major part of the Royal Marines' itinerary since their creation in the 17th century. But with the coming of the submarine, the Royal Navy had to hand a vehicle ideally suited to putting ashore small raiding parties embarked on clandestine operations.

Stories of World War II Commandos launched from submarines and secretly paddling ashore to sabotage vital enemy equipment or installations was once every boy's essential tale of derring do.

The concept of raiders from the deep is as relevant today as it was more than 50 years ago – yet now the submarines from which they emerge are nuclear powered, such as HMS Talent, pictured here.

And the Marines may be equipped with speedy, inflatable boats, or may exit through escape hatches as "frogmen" while the submarine is still submerged and immune to

enemy radar surveillance. Advanced communications equipment with ranges of many hundreds of metres allows raiding Marines to maintain contact with the boat's commanding officer beneath the waves, and infra-red optics gives them the ability to see at night, better than cats – and much more dangerous.

It is in this way that the raiders can achieve complete surprise if a destructive attack on an enemy is their mission.

However, if their orders require a reconnaissance, they may carry out their task, transmitting back information or target data without their adversary ever knowing that they had been ashore.



The Royal Marines over four centuries

• From centre pages

formed. Four battalions landed at Antwerp, being joined by two Naval brigades to defend Belgian port. Antwerp falls and bulk of force lost. Pilot Lt C. H. Collet RMA leads first air attack on Zeppelin sheds in Germany.

1915 – Two battalions of Royal Marines cut to pieces in abortive landing against

Turkish forces at Lemnos during Gallipoli campaign. Three other RM battalions – 95 per cent raw recruits or reservists – suffer similar fate while supporting Australian forces. During the action, a stretcher bearer, L/Cpl Walter Richard Parker, wins VC.

1916 – Royal Marines are last troops to leave Gallipoli. Battle of Jutland: 6,000 Royal Marines

serving with Grand Fleet suffer more than ten per cent casualties. Among them is Major Francis John William Harvey who is awarded posthumous VC for saving battlecruiser HMS Lion from disaster.

RMA units take part in Battle of Somme. Two battalions with the Naval Division on Western Front. By end of year they can only muster 292 officers and men.

1917 – Major Frederic William Lumsden becomes Corps' seventh VC for recovering captured enemy guns on Western Front.

1918 – 4th Battalion embarks in cruiser HMS Vindictive to cover operation to sink blockships in Zeebrugge harbour. Operation successful, but ineffective. Marines suffer almost 50 per cent casualties, winning two VCs which go by ballot to Capt Edward Bamford and Sgt Norman Augustus Finch.

1919 – Treaty of Versailles. Corps strength to be reduced in a year from 56,000 to 15,000. More than 6,000 Royal Marines died during conflict. Royal Marines take part in actions against Bolsheviks in Russia.

1923 – RM strength cut to 9,500 and RMLI and RMA amalgamate to be known simply as Royal Marines.

1929 – Royal Marines pilot Lt Owen Cathcart-Jones becomes first to carry out a night-time deck landing on board aircraft carrier (HMS Courageous).

1939 – Corps strength at 12,390 at outbreak of World War II. New training camp established at Lympstone, Devon.

1940 – Marines take part in Norwegian campaign, being last Allied troops to leave on evacuation. RM fliers dive-bomb and sink German cruiser Koenigsberg. In France Marines cover Allied withdrawals from Calais and Boulogne, suffering heavy casualties.

1941 – Most of force of 2,000 Marines in Crete killed or captured during German airborne invasion.

1942 – First RM Commandos formed, becoming 40 and 41 Cdo, 40 Cdo first seeing action in abortive and bloody raid on Dieppe. Forerunners of Special Boat Squadron paddle two-man canoes up Gironde river to sink two merchant ships and damage three at Bordeaux. Only two of ten "Cockleshell Heroes" return. Six captured by Germans and shot.

1943 – Under influence of Chief of Combined Operations, Admiral Lord Louis Mountbatten, RM Divisions converted to Commandos, numbered 42-48. Invasion of Sicily and Italy includes 40 and

41 Cdos. When 41 suffer heavy losses at Salerno, 43 take their place. Nos 42 and 44 Cdos to Burma.

1944 – In January, 40 and 41 Cdos operate out of Naples and 43 takes part in Anzio landings. D-Day... Five RM Commandos – 41 and 45-48 land in Normandy, and Marines man nearly two-thirds of British assault craft. Heaviest casualties – 30 per cent – suffered by 48 Cdo.

1945 – Cpl Tom Hunter wins posthumous VC as result of actions on April 1 in counter-attacking enemy forces near Lake Comacchio, Italy. In Germany 45 and 46 Cdos take part in Rhine crossing.

By VE Day 1,000 Royal Marines killed in north-west Europe campaign. In Far East 3 Cdo Brigade undertake successful campaign in Burma and re-occupy Rangoon. After war RM strength reduced from 78,000 to 10,000, forming three Commandos – 40, 42 and 45.

1950 – Commandos sent to Malaya to combat communist insurgents. In UK 41 (Independent) Cdo raised to take part in Korean War, joining in the Inchon landings and receiving Presidential Unit Citation from USA.

1952 – Marines sent to Malaya return to Malta where each Commando presented with their first Colours by Duke of Edinburgh.

1955 – 45 Cdo begin anti-terrorist operations in Cyprus.

1956 – 3 Cdo Bde leads seaborne assault on Port Said in Suez operation. First helicopter-borne assault carried out by 45 Cdo from carriers HMS Theseus and HMS Ocean.

1960 – HMS Bulwark joins Fleet as first Commando carrier, being supplemented by HMS Albion in 1962, the year that assault ships Intrepid and Fearless laid down. 45 Cdo deployed to Aden to deal with Yemeni-inspired unrest. 41 Cdo reformed at Bickleigh.

1961 – 43 Cdo reformed at Plymouth. 42 Cdo sent to Kuwait to deter Iraqi aggression.

1962 – L Company of 42 Cdo makes seaborne raid on Limbang, Brunei to free hostages taken by Indonesian-backed rebels.

For next three years com-

mandos help defend region.

1963 – In Aden, 45 Cdo involved in Radfan campaign which continues until Aden evacuated in 1967.

1964 – 45 Cdo put down an armed rebellion against President Nyerere of Tanganyika.

1965 – Earl Mountbatten of Burma becomes Life Colonel Commandant of Corps.

1968 – 43 Cdo disbanded.

1969 – 41 Cdo sent to Northern Ireland to respond to unrest. This begins continuing commitment to provide Royal Marines for tours of duty in Northern Ireland which continues to this day. By end of 1970s, Commandos will have lost 11 killed and 80 wounded during 22 tours of the Province.

1970 – Commando Training Centre at Lympstone expands.

1971 – 45 Cdo based in Arbroath given specialist role to defend NATO's Arctic flank.

1972 – Commando Logistic Regiment commissioned.

1973 – Last Corps remembrance parade at Eastney before closure.

1975 – RM Museum opened at Eastney by Duke of Edinburgh.

1980 – Comacchio Company (later Comacchio Group) formed to defend oil rigs against possible terrorist attack.

1982 – Argentina invades the Falklands and captures small Royal Marines detachments there and on South Georgia after fierce fight. 3 Cdo Bde deployed with Task Force, lands at San Carlos with two battalions of The Parachute Regiment.

After 80km yomp across east Falkland, 42 and 45 Cdos make night attack on June 11-12 on Mount Harriet and Two Sisters peaks respectively. British force, bolstered by 5th Infantry Bde, captures Stanley 36 hours later and accepts Argentinian surrender.

1990 – Royal Marines engaged in boarding merchant ships to enforce UN embargo operations during Gulf crisis, and RM personnel involved in operations during subsequent war.

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